

latitude 38

THE NORTHERN CALIFORNIA SAILING MEET
VOL. 42 DECEMBER 1980



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How can sailing be so simple?

The Nonsuch 30:

Well, last night we went sailing. It took ten minutes to prepare the boat, we sailed for an hour and only ten minutes were spent to put her away . . . one person!

The five guests didn't lift a finger, just bent their elbows.

Last summer, 5 of us cruised the Delta, did some coastal work, and enjoyed endless hours of easy, fun, and uncomplicated bay sailing. There were even a dozen or so successful races thrown in.

The Nonsuch is really a dinghy blown up to cruising size. She sleeps 5, has 6'3" headroom plus the other amenities and dimensions of a 35-footer.

One sail, one halyard and two reefing lines lead aft, a mainsheet and a painter . . .

That is the difference, and that's how simple sailing can be.

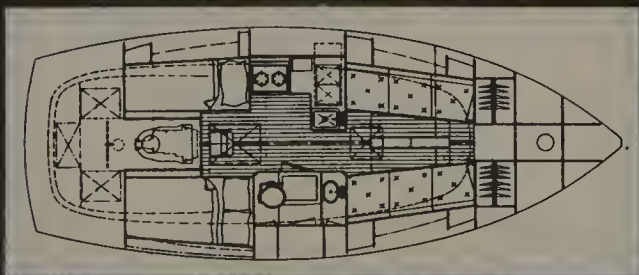
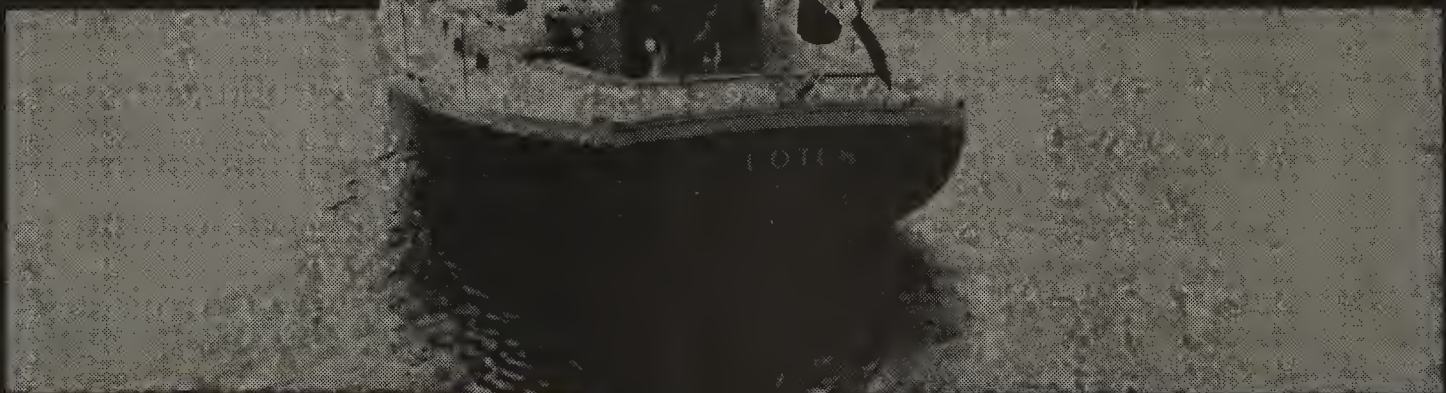
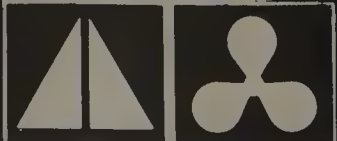


photo by michael levy

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for Rafiki 35, 37
Hinterhoeller,
Nonsuch 26, 30.

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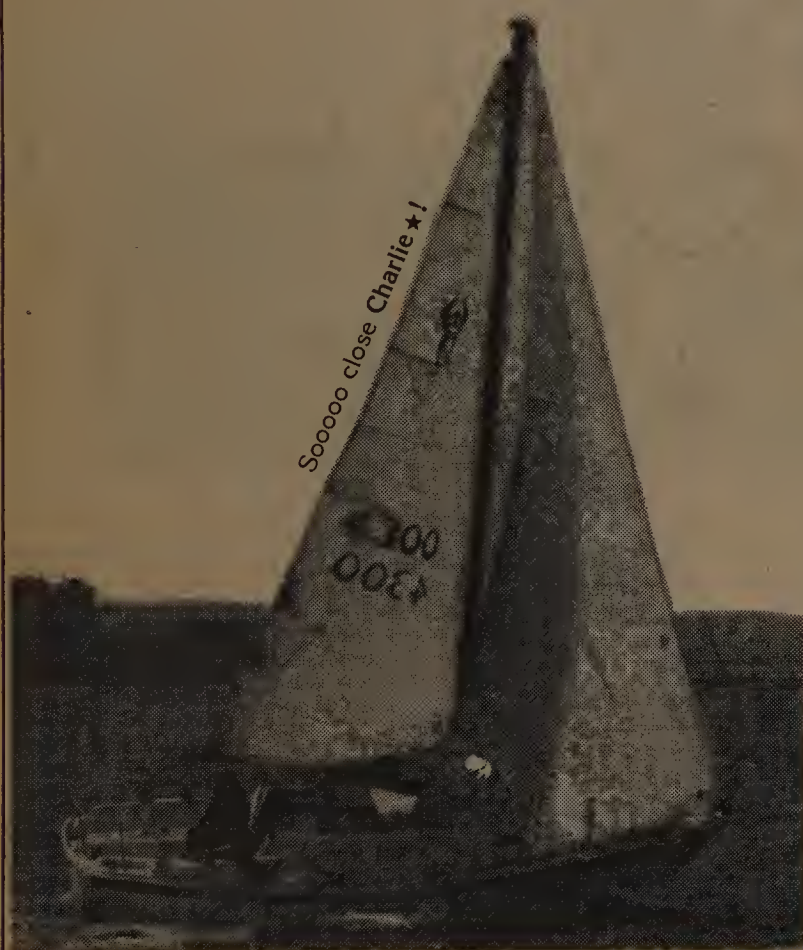


ORANGE SUNSHINE ★ & CHARLIE ★ GOING AT IT!

Glen Miller was getting a J-24, and his departure from the Ericson 27 fleet gave the other fleet members a chance at the championship.

Orange Sunshine had been devastating in the hands of Glen's group, and it was sad to see the former winner patiently wearing a for sale sign in her slip. Glen and his friends were sailing a J-24, and no one seemed interested in buying Orange Sunshine.

In the meanwhile Jim Mayne who, with Charlie, had won the Ericson 27 championship in the past, was doing very well. With the nationals coming up they were looking good.



PHOTOS BY DIANE BEESTON



As the championship came closer Glen could stand it no longer. He got his old band together and cleaned the bottom on Orange Sunshine.

Charlie and Orange Sunshine sailed a fabulous Championship series. It was a two boat race all the way, and it was close and exciting. When it was all over Orange Sunshine had won the championship and Charlie was second.

Both Jim Mayne and Glen Miller are serious about their racing, and they wanted the finest sails they could buy. But they also wanted the helping hand only a custom sail loft can provide; they wanted that little something which gives you confidence when the racing gets close.

They both bought their sails from Richards and van Heeckeren.

We thank Glen Miller and Jim Mayne for letting us be part of their championship effort, and we are proud of their superb performance.

If you want some superb service, or maybe even some superb sails, come by or give us a call. We'll be glad to help.



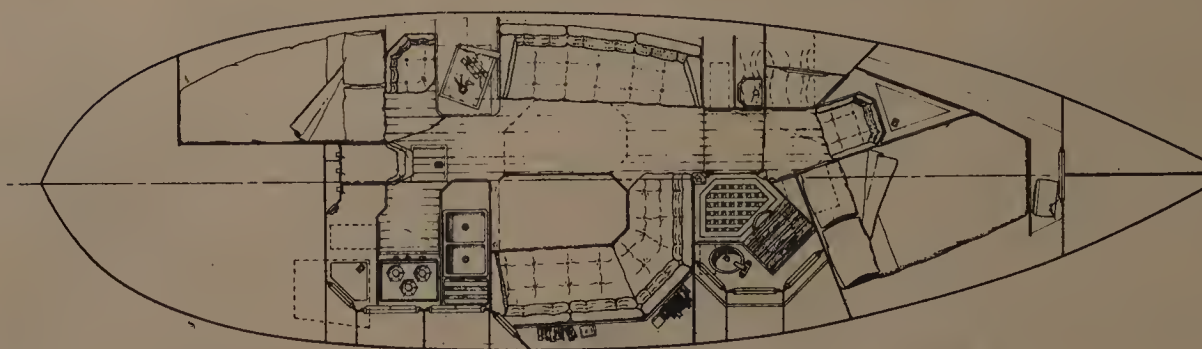
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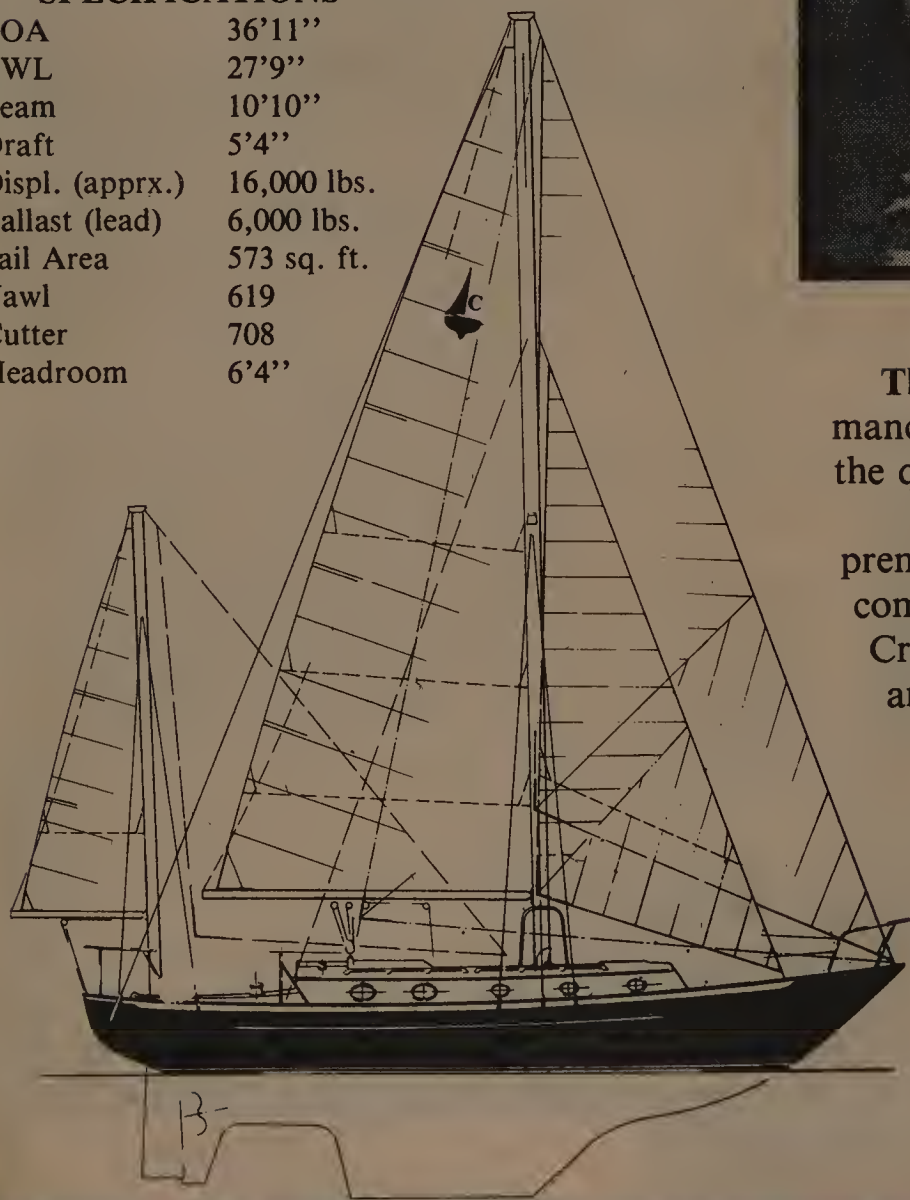
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Crealock 37

SPECIFICATIONS

LOA	36'11"
LWL	27'9"
Beam	10'10"
Draft	5'4"
Displ. (apprx.)	16,000 lbs.
Ballast (lead)	6,000 lbs.
Sail Area	573 sq. ft.
Yawl	619
Cutter	708
Headroom	6'4"



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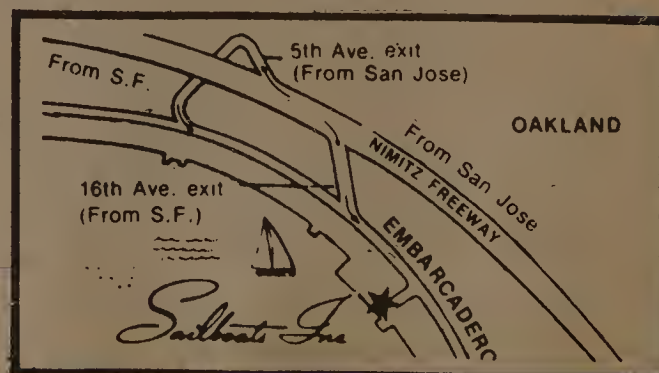
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Sloop in a Golden Gate Sunset,
December, 1978

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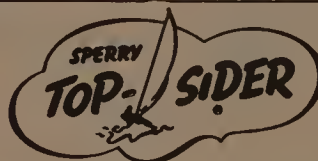
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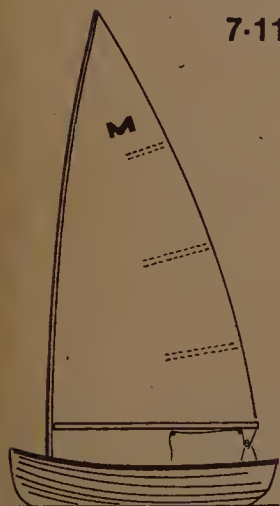
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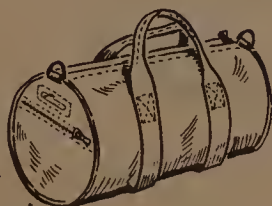
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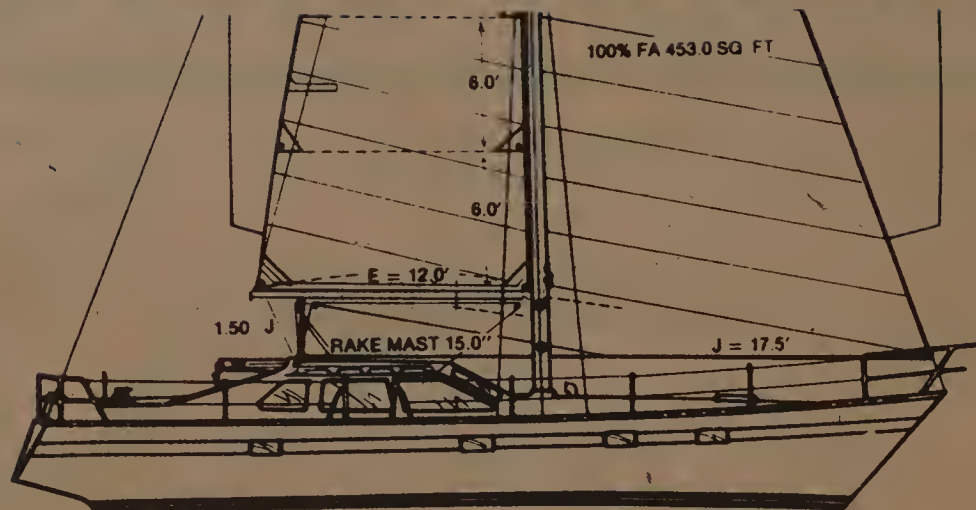
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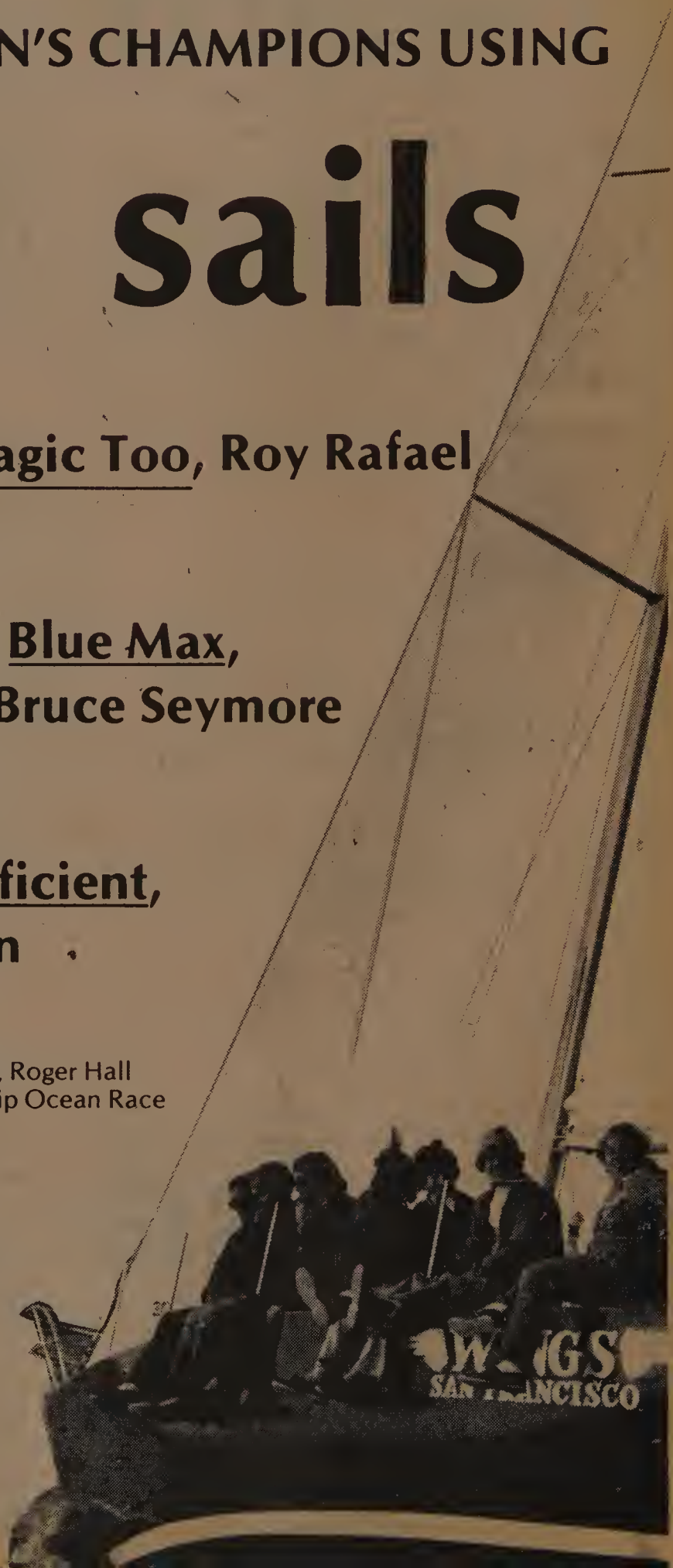
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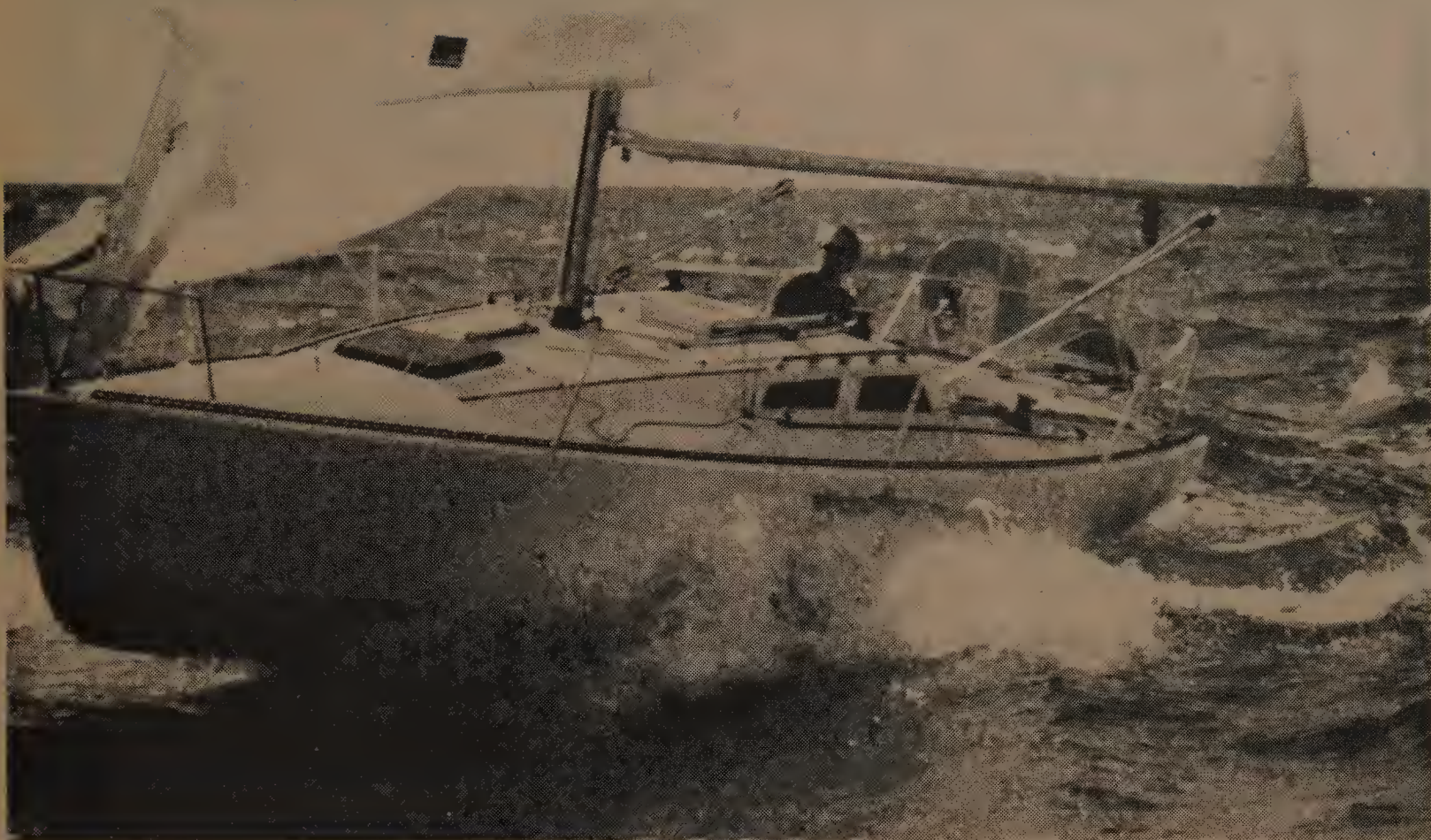
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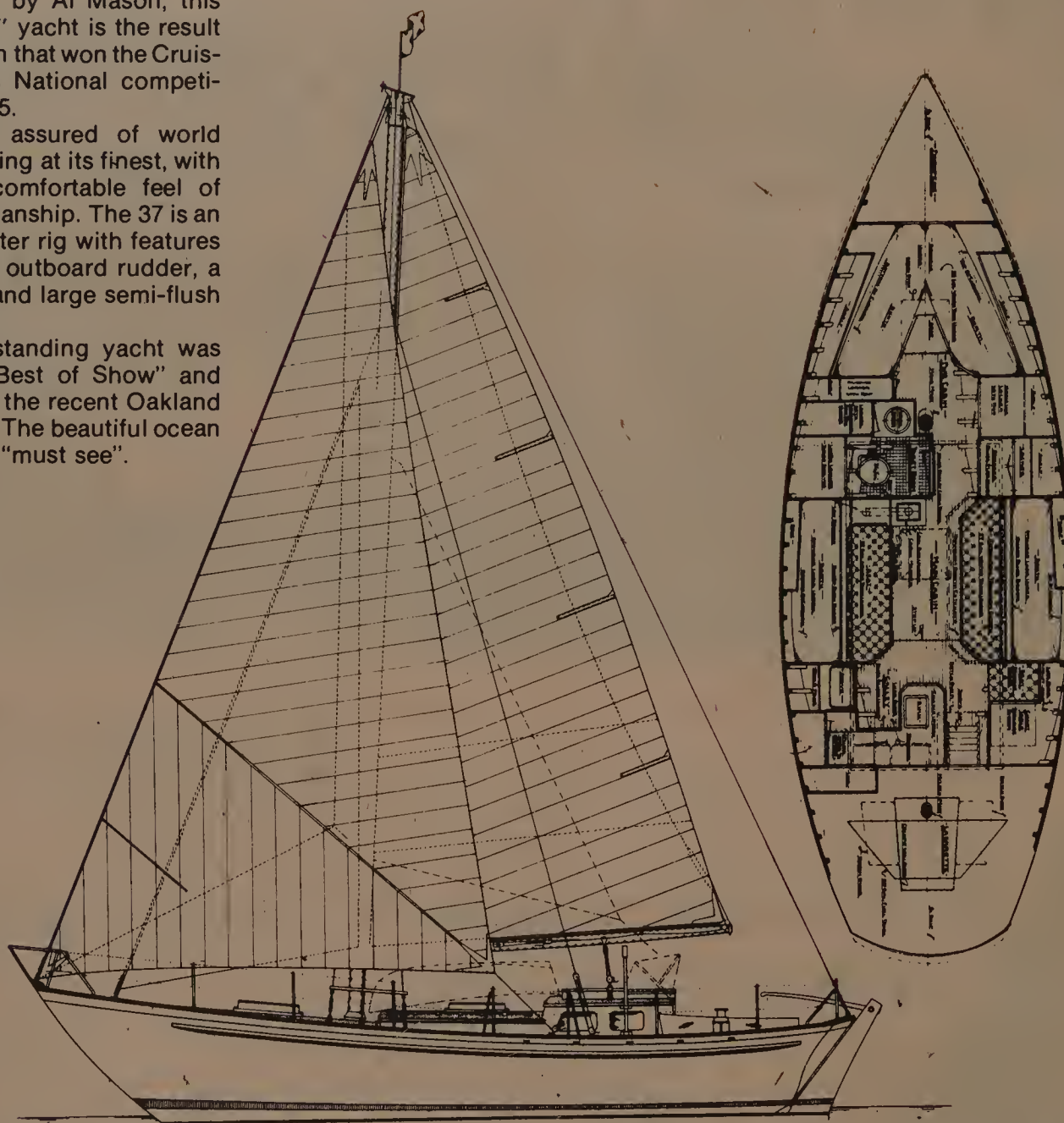
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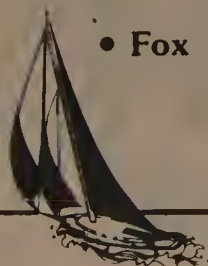
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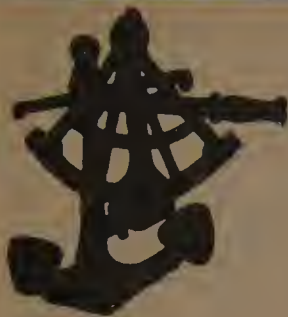
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Tim Allwine grew up on Cheasapeake Bay and has been around the water ever since. He's worked on tug boats and was head worker on the *Balclutha* where he built a new mizzen topmast for her. He's also worked as a blacksmith for several years. Tim has been with Blue Bahia for 1½ years and is serving his apprenticeship under Dan Camella.



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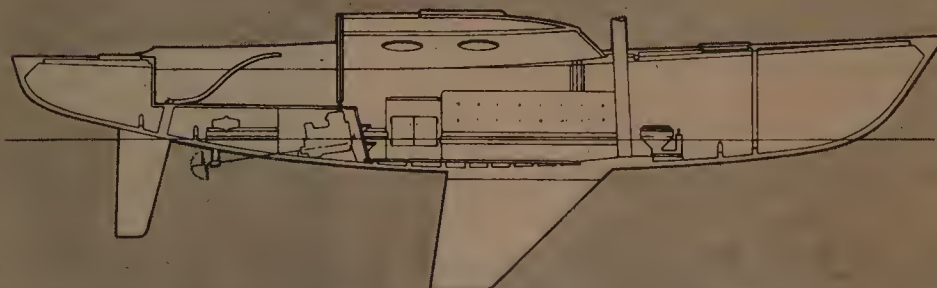
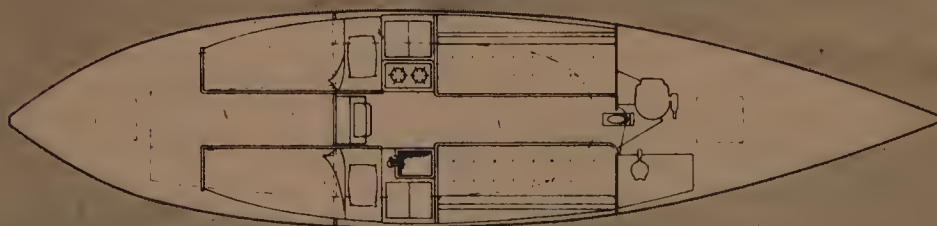
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Displacement	5790 lbs.

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LETTERS

□ HAROLD BAKER

Harold Baker, a member for many years of the Golden Gate Yacht Club and latterly of the Sausalito Cruising Club, died recently after a long illness. I had the pleasure of racing with him for ten years in his great old cutter, *Navigator*, in the old handicap Division 17. We piled up a lot of second and third places, and sometimes a glorious first when incautious skippers were nodding over their helms a bit.

I remember some great shipmates — Ed Ferrari, Larry Schmeltzer, his brother John Queiser, Mervin Cole, Praven Jurvig. We think of Harry now as one boat owner who didn't call on us to scrape and paint bottoms or sand or varnish, and are pleased to see his son Richard as a respected racing skipper. We recall some convivial nights ashore, and one anecdote in particular.

Repartee is, in my case at any rate, something you think of the following morning, rapier-like and infinitely superior to "Oh yeah?" or some such innocuous rejoinder.

We were at anchor in Tiburon Cove, and had about an hour before a race start in front of the Corinthian Club. We were quietly knocking back a little chow when a thirty-foot cruiser cut across our anchor line, picking it up on his prop as he did so. *Navigator* swung promptly around on her heel and punched a neat round hole in his side with her stubby bowsprit. Mild pandemonium and heartfelt oaths.

The executive-type owner of the cruiser came bustling over to survey the havoc he had wrought, and said officiously to Harry, standing on our bow:

"I don't believe we've met."

Said Harry, gazing through the hole in the cruiser's side:

"I believe we just did."

Thank you Harry, for many grand sails, and that splendid moment in Tiburon Cove.

Jack Adams
Mill Valley

□ PROMPTED REPLY

I think your November issue brought home to me how much I enjoy your "sheet" — fortunately still a freebie at Al's Marine Store at Pete's Harbor in Redwood City. As a relative newcomer to bluewater sailing and the finalist in the 1980 Singlehanded TransPac to Kauai (i.e., I finally finished), I get off on the tips and on seeing letters, ads, and articles involving people and boats I've gotten to know — Dick Mitchell, Gene Haynes, Chuck Hawley. The recent information on high altitude shots has been particularly interesting to me, as this navigation problem gave me the most trouble on the great trek. I would like to pass on that another common problem among late finishers in the TransPac was our eyes. Hal Holbrook hurt his eye when he got whacked by a shackle, Phil Goode dropped his only pair of glasses overboard, and I hurt my eyes by wearing my contact lenses too long. I did have a spare pair, but next time I'll certainly take glasses along as well. I had further problems because the silver on my sextant mirrors started delaminating, making star shots next to impossible. I discovered that *Dutton* has a section on resilvering the mirrors, but of course I did not have the necessary chemicals and other goodies with me. Keep your sextant mirrors as dry as possible, but in addition carry spares and be sure you can re-adjust your sextant yourself if replacement is necessary.

Enough of this. What actually prompted this letter was your article

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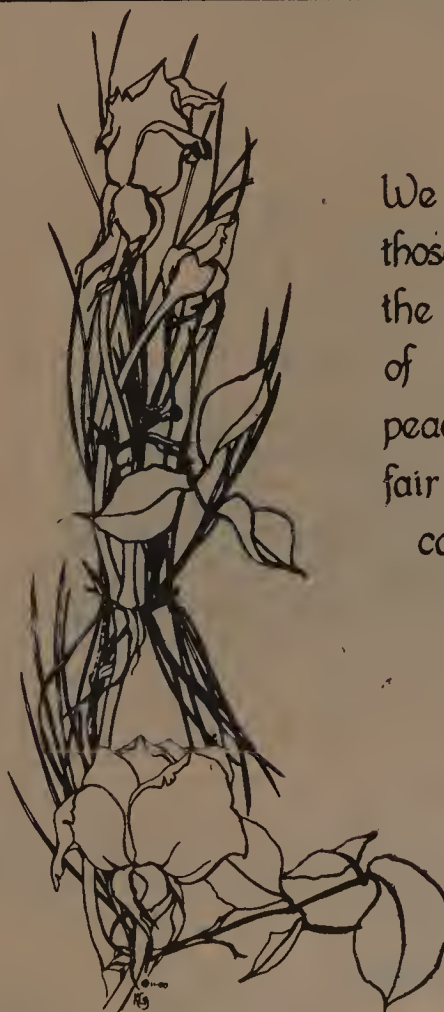
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LETTERS

on the *Spirit* case. I am a lawyer and have been waiting to hear about the results of the legal proceedings. Your report was well done and focused on the two main problems of the case.

First, the judge's instructions to the jury — taken as you presented it — seems "inadequate". (I couldn't resist the choice of words.) The judge instructed that "the manufacturer (. . . is not absolved. . .) from liability when the survival equipment or device is inadequate." The question here is: Inadequate for what? Cannister liferafts have certainly had their problems, but none of these seem to have been present in the *Spirit* incident, or if such problems were present, from your account they do not appear to have been the deciding issues for the jurors. Apparently the rafts inflated, floated, and provided a certain amount of sustenance and protection. Where do you draw the line at what the rafts are supposed to do?

This raises my second point: EPIRB inside the raft or outside the raft? The jury seems to have felt that an EPIRB was a necessity (a view I agree with, although a number of more experienced sailors apparently do not), and that it should have been packed in the raft. While it is not absolute nonsense to require this, there is a better way around the problem. Clearly there are occasions when you may want to use the EPIRB, and not open the raft. I know, I have been there myself. I had Bill Huber (one of the witnesses in the *Spirit* trial) repack the liferaft I used in the TransPac. He ran a small line secured to the raft through the seam of the cannister (he may have had to drill a small hole, I don't recall) to which a survival pack and an EPIRB were attached. Couldn't those on board the *Spirit* have done the same? I would certainly suggest to liferaft manufacturers that they facilitate such an arrangement and inform purchasers of it. That raises the interesting legal question — which in a true lawyerly fashion I refuse to attempt to answer — what happens if a purchaser knowingly chooses not to use such an arrangement and an unaware/uninformed passenger or subsequent purchaser is injured or dies as a result? Should the passenger be required to make himself informed? Should the first purchaser be held liable for not having the equipment, or for not informing the injured party? Or are the manufacturers going to have to lard their liferafts with EPIRB's, ham radios, motors, etc. Hell, I can scarcely pick the damn thing up as it is.

Keep up the good work.

Ted Holland

Solaris

Pete's Harbor, Redwood City

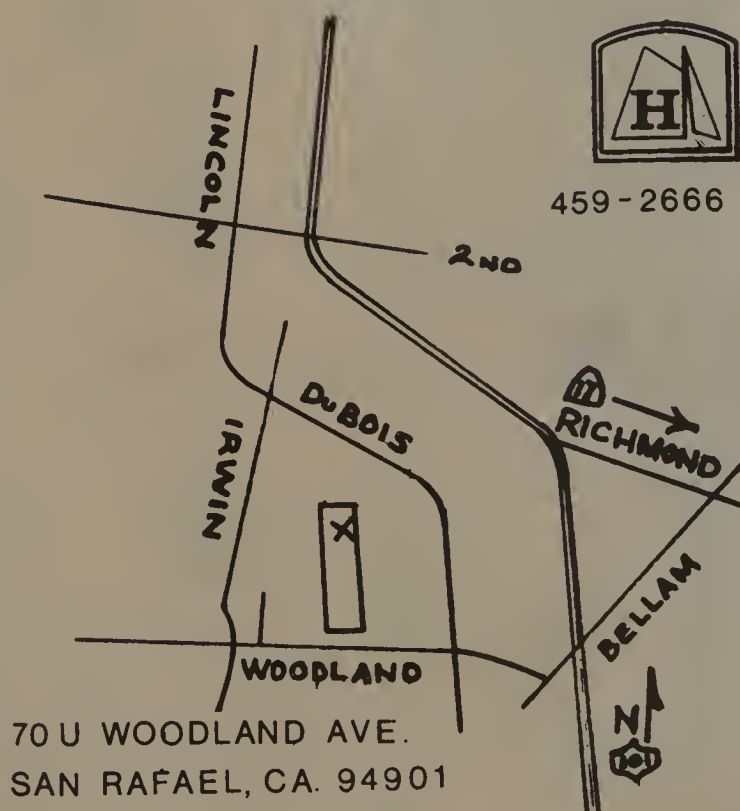
Ted — You asked 'where do you draw the line at what the rafts are supposed to do? We think that's been answered; 'you' don't draw the line, a jury of non-sailors, ill-equipped to evaluate expert testimony draws the line. In exasperation people have been known to claim that the law is an ass; and it seems, that sometimes it indeed is.

Personally, we'd find it hard to criticize the preparations made towards survival on the Spirit. Your suggestion to attach a line from the inside of the raft to an EPIRB, might have helped under these particular freak circumstances, but couldn't it present a liability in others? It's not hard to visualize a situation in which the line between the raft and the EPIRB could get snagged in the rigging and drag the whole works to the bottom. We don't imagine there is any reasonable set-up which can prevent disaster in every conceivable situation — it's just not in the works.

The best anyone can expect is a reasonable attempt to protect lives. It's pretty clear to us that those equipping the Spirit far surpass-

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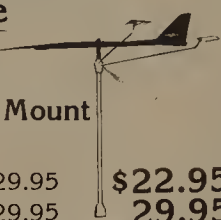



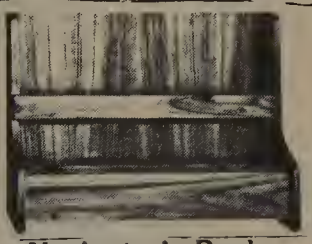


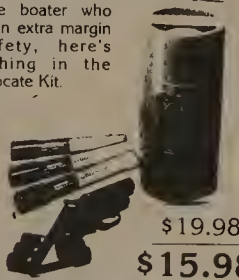
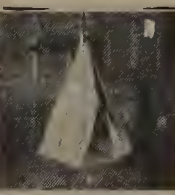




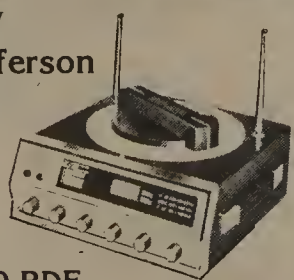
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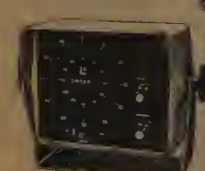

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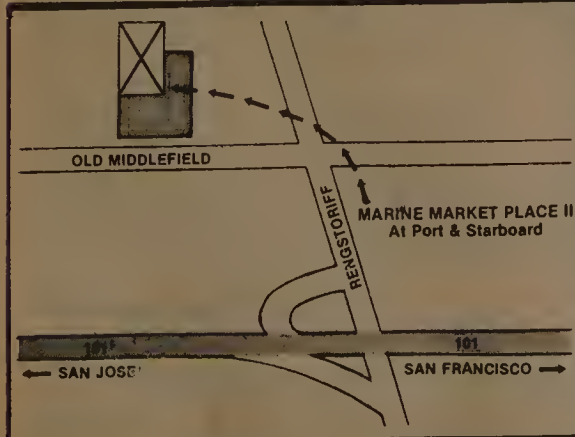
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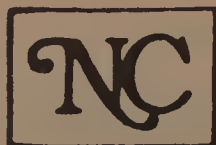
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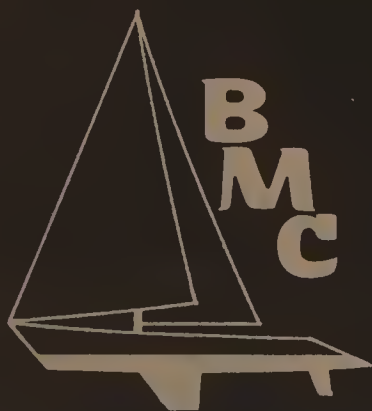
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LETTERS

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Steven A. Gann
Carmel

□LACK INTEGRITY, PROFESSIONAL COMPETENCE

As an editor, you have a responsibility to publish accurate information in your magazine to the best of your ability to determine its accuracy. If you often fail to do so, many people will begin to believe you either lack integrity or professional competence or both. Your comment on page 25 of the November issue regarding the trimaran *Triad* illustrates the point. I made only one phone call and determined the true nature of that tragedy. You could have done the same. You did not do so and led your readers to believe the cause was capsize. The cause was not capsize. This kind of misinformation written and published by you is destructive, and it is not an isolated case. It makes a very real statement regarding the quality of your periodical.

David B. Jones
Vallejo

David — We've made mistakes in the past, and lord knows, we'll make them in the future, too.

In regard to the Triad, we reported exactly what was printed in the Notice to Mariners, but the manner in which we did it made it appear that the Triad had capsized. It hadn't. We screwed up for reasons we don't quite understand.

What we've since been able to find out is that Triad was owned by Richard Garelo, and had left Honolulu for a port on the west coast, with crew David Meyers, Robert Degnan, and Glen Withford. (Home port of the tri and the crew was not listed in the fat Coast Guard file on the case.)

It appears that the 44-ft. Triad was dismantled, although under what circumstances and weather conditions is not known. A ham operator in Astoria reported the dismantling to the Coast Guard and forwarded the information that there was no immediate danger.

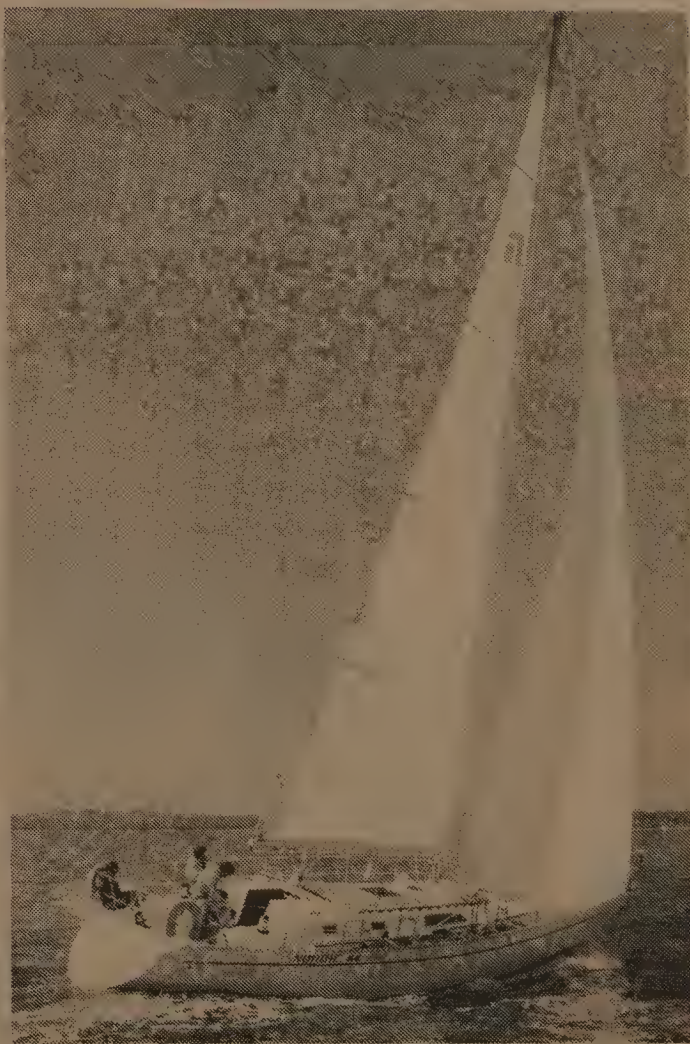
Several vessels eventually rerouted the Triad, and one, the Chinese vessel, Jinzhou, tried to take Triad in tow, but succeeded only in putting a large hole in her port ama. A later vessel, apparently the Canadian vessel Vancouver, then took Triad in tow, with the eventual result that the port ama was completely submerged and the main hull was awash. The U.S. Cutter Munro arrived and was unsuccessful in de-watering the main hull even though using 500-gal/min. pumps. The Triad's owner, Garelo, determined that the vessel was no longer salvageable — seemingly because of destruction incurred during towing attempts — and she was abandoned in the mid-Pacific. The crew was taken to Honolulu, and that is all we've been able to learn from the Coast Guard.

□MAD DOGS AND ENGLISHMEN

Over the past couple of months I've been reading a lot of trivia about how hard it is to make a noon shot when the Sun is overhead. That's true, but everybody seems to have missed the easiest solution . . . don't bother.

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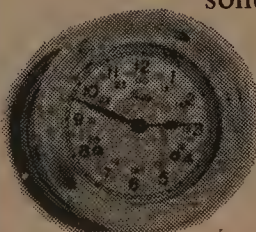
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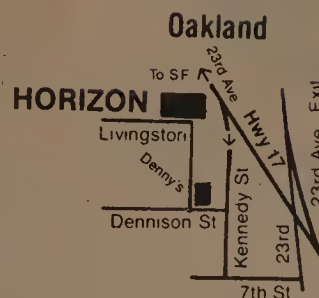
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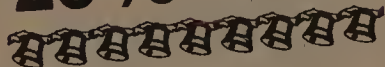
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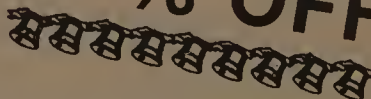


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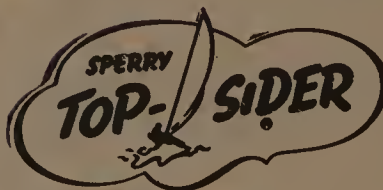


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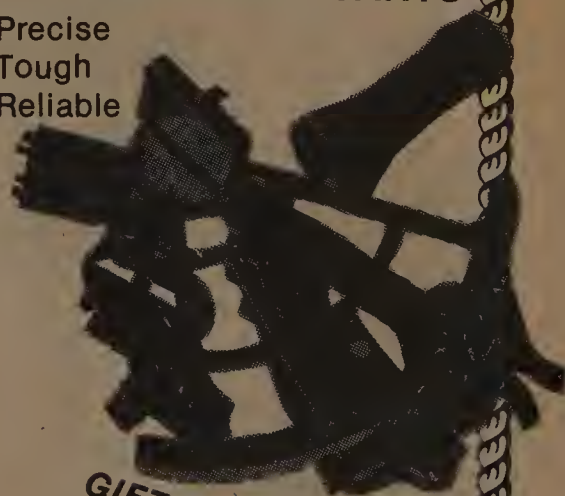
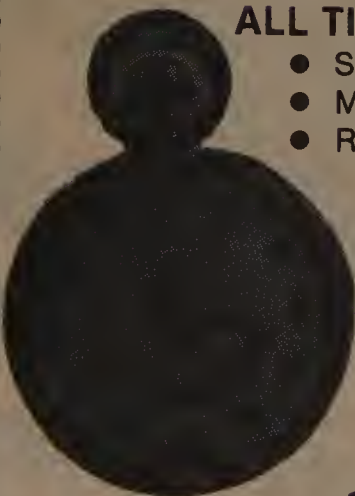
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LETTERS

Anyone who can take a noon shot can learn enough to make a running fix, so when the Sun is atop the mast he or she can go below and catch a quick 40. After all, wasn't it Noel Coward who wrote about mad dogs and Englishmen? I assume everybody who wrote was American, or at least far enough from Blighty to have effected a cure.

All you have to do is take two separate shots, one about an hour after sunrise, and the other three or four hours later, when the Sun is still low enough. That'll give you two lops, so all you have to do is move the first one the distance and course traveled in the time interval. While that may not be accurate enough (assuming that they can get an accurate fix at noon) you should be within a mile or two. Another shot at about three in the afternoon will update the fix (again moving the second lop the distance and course traveled.)

If you don't believe the fix, wait until sunset and get a good star shot (preferably using three stars). If you still don't believe it, then I'd suggest you take a plane back.

And then there's the answer for those too lazy to learn or do anything different from what they've done forever . . . go out and sell the family jewels for Loran.

You've got a good book. *Illegitimi Non Carborundum*. (I hope I spelled it right.

Swiven
San Francisco

□ SPLICING CULTURE TO CORDAGE

While we might be "gilding the lilly" in the wake of your excellent coverage of the Oakland Museum show ("Golden Years", November 1980), we would like nonetheless to extend congratulations and applause on behalf of all the members of the Master Mariners Benevolent Association (and wooden boat lovers everywhere) to Mike Dobrin and his hearty cohorts for giving the bay one of the most significant contributions in recent memory to the old fashioned "gentlepersonly" sport of yachting: the Oakland Museum Concours. Mike gave tirelessly of his time and public relations professional skills; in the grand tradition of the Vanderbilts, never asking, "How much?", nor whether he could afford it. His "organizational seamanship" wove an amazing splice of culture to cordage.

We would also like to thank *Latitude 38* for covering the "woodies". Given the lack of coverage to the Master Mariners Regatta last May (over a hundred boats in the race, fellas) we had been worrying that you thought you were printed on plastic rather than pulp! Rest assured you have redeemed yourselves. (And, we'll remind you before this year's race!)

We would also like to let the readers know that included in the show were our powerboat counterparts, The Classic Yacht Association. Glen Shelly's *Euphrates*, The Strebeigh brothers' *La Jota*, and Annie Sutter's little masterpiece, among others, rubbed "gunnels" in varnished splendor amidst the "rag merchants"; and there weren't any "stink potter" accusations, either. For some reason, lost now to history, when a Kermath, a Buda, a Hicks or a Grey "break wind", it smells like roses.

I'm sure all the participants share my hope that such an event will again come to pass. Our thanks to all who made it happen and invited us to participate.

Robert J. Cleek

Vice Commodore, Master Mariners

P.S.: I practice law in FAIRFAX, not Fairfield. Fairfield is too far

QUICKSILVER SAILS ALAMEDA

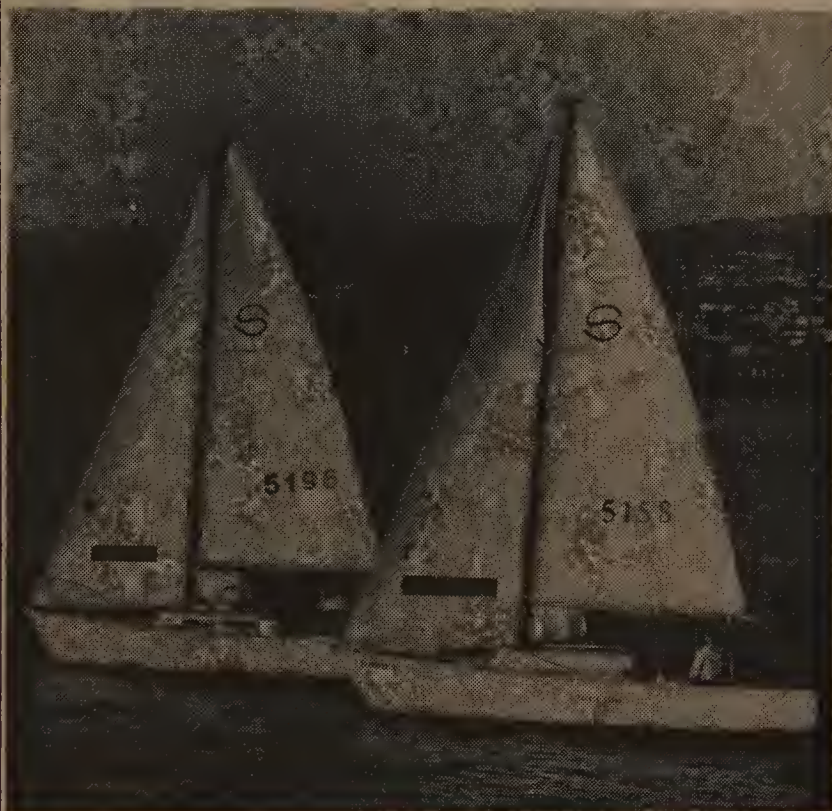


PHOTO: MIKE MONAHAN

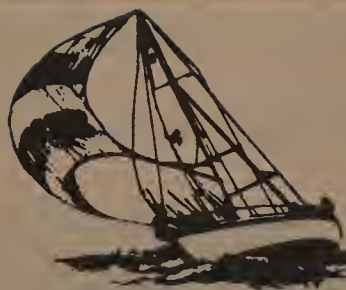
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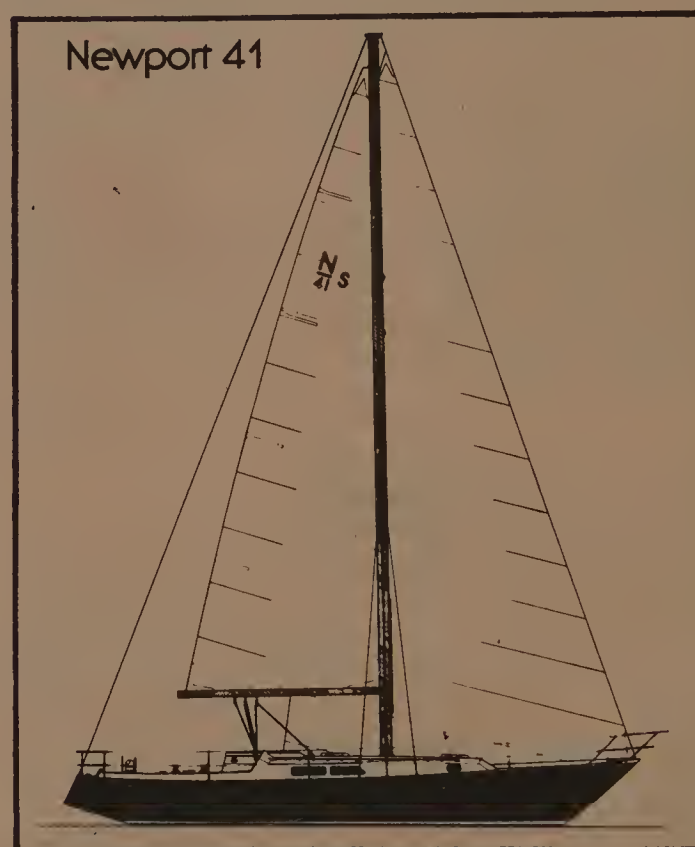
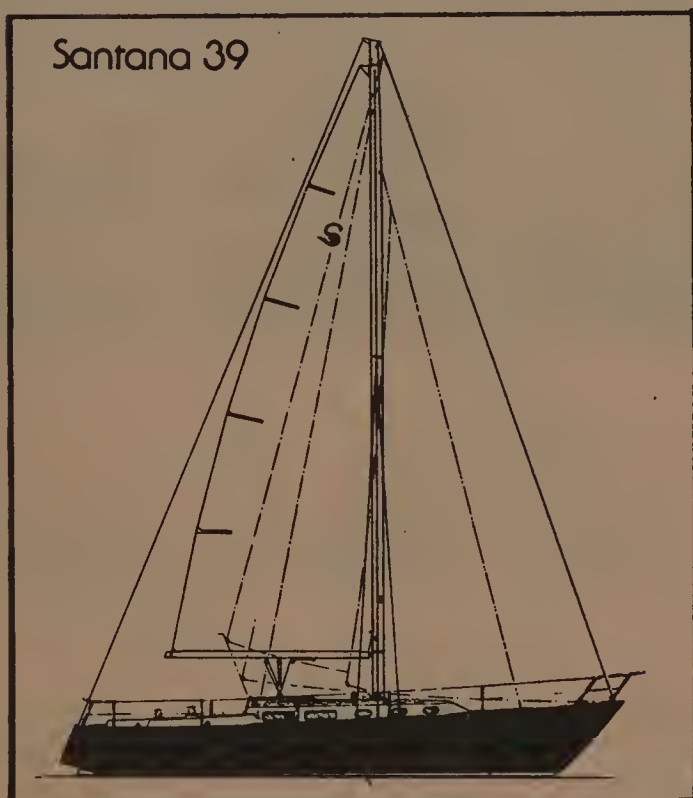
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LETTERS

from the gate. And my wife's last name is MENZEL, not Cleek. (She told me to write that.)

□ KIMBALL LIVINGSTON

Kimball Livingston, the Chronicle's boating writer received the following letter from Bob Merry of Paradise, California. For reasons he explains in the following letter, Kimball forwarded the whole matter to us. Can any of you help?

Actually, if Bob can wait for our January Boat Show issue, we'll be looking into 'home-built' or home-designed boats, a number of which have been launched recently.

Dear Mr. Livingston,

I am writing to you in hopes that you might be able to help me with a problem I have. I've been planning on building a 40' fiberglass sailboat by a male mold method. As you can imagine, it is a large project requiring much time, thought and finances. There is much to be learned even before the first piece of fiberglass is applied. Much of course, can be obtained from books, etc., but there is still a void which can only be filled by person to person exchange of knowledge. That is my problem, where I live (Butte County) there are no projects of this type. Do you know of anyone in the bay area that has experience in this, or of any source of information?

Bob Merry

180 Chaparral Drive, Paradise, CA 95969

Here's hoping that someone in the readership of *Latitude 38* can do more for Bob Merry's boatbuilding impulses than I can. Being more at home on a typewriter than a workbench, and being of the "Where do I stow my duffle bag?" and (later) "Sorry about the sails. See ya." school of sailing, homebuilding is entirely beyond my expertise.

I also make it a practice not to encourage home builders. Except for those who already possess the skills, there are too many instances of the home builder spending two years, three years, even five years working on a boat that 1) wasn't really the right choice; 2) is not aesthetically pleasing; 3) because the builder has no reputation, will fetch barely the cost of materials when it is sold.

There are, of course, others who become heroes in the process of constructing marvelous sailing machines. Can anyone help Bob Merry?

Kimball Livingston
San Francisco Chronicle

□ JE PARLE FRENCHY

A friend in France sent me a copy of *Les Cahiers du Yachting*. I don't know French so I thumbed through it looking at pictures. The enclosed notice caught my eye — Mini-Transit — I knew those words.

MINI-TRANSAT

Un nouveau reglement

Bob Salmon, l'organisateur de la Mini-Transat en solitaire, nous a fait parvenir le nouveau reglement de la prochaine course dont le depart sera donne le 26 septembre 1981. Si le parcours reste toujours le meme : Penzance-Tenerife-Antigua, en revanche, les bateaux seront classes en deux categories : les series d'une part et les prototype de l'autre. Un bateau est considere de serie si douze unites de meme type ont ete construites. On



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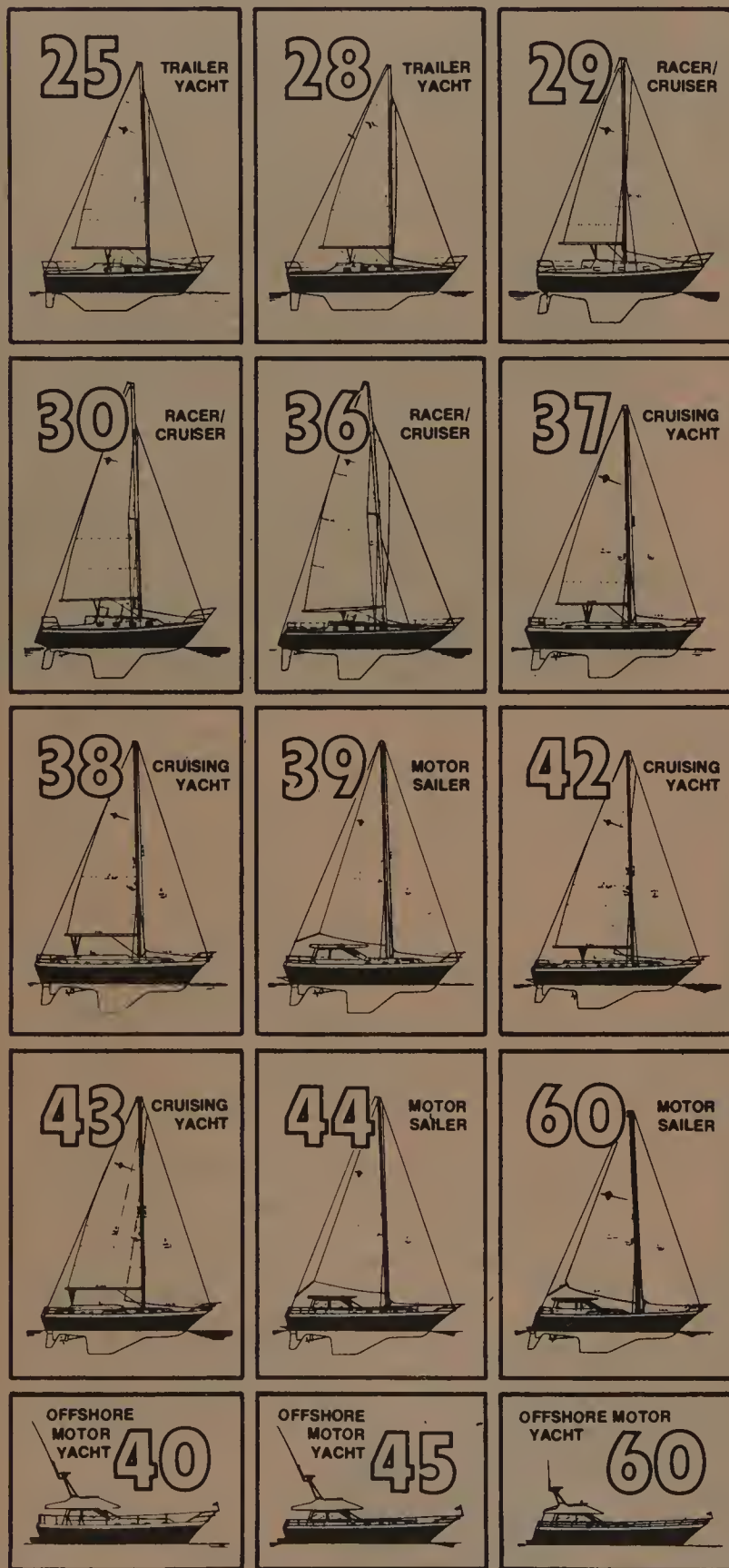
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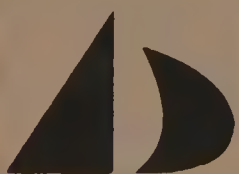
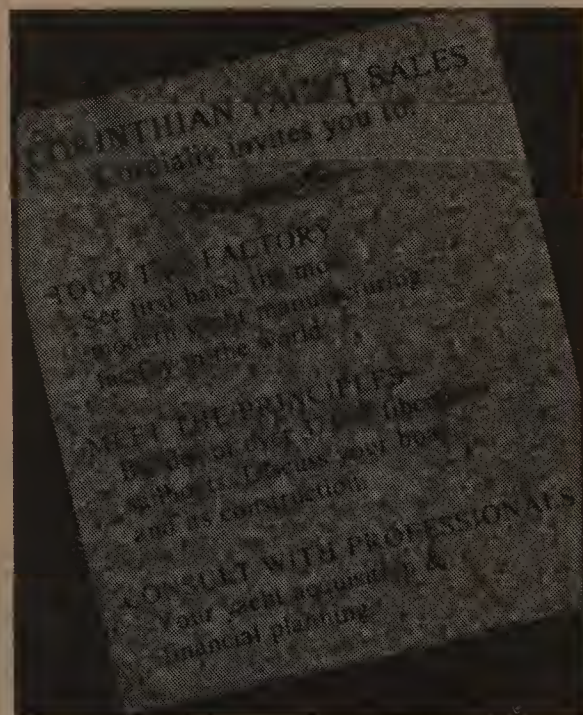
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LETTERS

notera qu'une coque de serie peut etre raccourcie de 5 % pur satisfaire a la limite des 6,50 m. Les inscriptions seront closes le 27 juillet 1971 a minuit, chaque concurrent devant accomplir une epreuve qualificative de 500 miles avant cette date sure le bateau inscrit a la course.

Le depart de Tenerife est fixe au 24 octobre et un bateau est considere comme ayant termine la course s'il franchit la ligne d'arrivee a Antigua avant le 15 decembre. Pour connaitre les details de reglement technique et pratique, en faire la demande a Bob Salmon Ltd., 112 Newstone avenue, Wembury-Plymouth, England.

I decidered that it will start September 26, 1981. go the usual route of Penzance-Tenerife-Antigua. There will be two catagories: one-design and custom one-offs. *Entries close by June 27, 1981.* You must do a 500-mile qualifying sail to be accepted. The departure from Tenerife will be October 24. They expect everyone to be in Antigua by Dec. 15th. For more information write to: Bob Salmon Ltd., 112 Newstone Ave., Wembury-Plymoth, England.

Perhaps someone will be interested in this.

Margaret Woodford
Alameda

Margaret — For shame! Months and months ago we published all the information on the 1981 Mini-Transat, including the news from Mrs. Salmon that some 40% of the inquiries received to date were from California. Stick with your Yankee friends, Margaret, and you'll read all you need to know. Ho, ho.

Your French is pretty good, because you've got all the dates right. Other information of interest is that the race will be limited to 60 entries; that boats may have autopilots or windvanes but not both; and, that it takes 12 boats to be considered a 'production' yacht. The entry fee is 110.00 English pounds, although we have no idea how much that is in 'real money'.

If any of you folks are thinking about doing this race — and you should think very seriously before deciding — let us know and we'll try and put you in touch with others who are making similar plans.

☐ SEVERAL SOLAR STILL

I just received the November *Latitude 38* and, as usual, all else stopped until I had read it through — cover to cover. This time, you outdid yourself with your article on the sinking of the *Spirit*. Congratulations.

One comment on your article. You talked about "a solar still" in reference to what should have been packed in the raft. One still produces at best about 1 quart of water per day. Each person normally requires 2 quarts per day and can get along for a long time on 1 quart a day. To split one quart (or less) among the three in the raft would not have improved their chances for survival very much. Perhaps it would have been better to have left your readers with the impression that *several* solar stills should be packed in the liferaft — at least one for each crewmember.

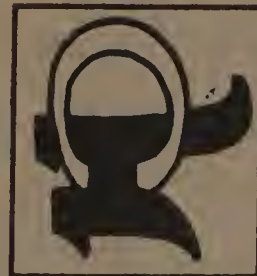
Neal T. Walker
Secretary
The Slocum Society
Bellflower

Neal — We indeed flubbed it by saying a solar still, because if solar



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LETTERS

stills are to be the source of water, certainly more than one would be recommended for a group of people. How many would be needed? That depends on how many people might use the raft, where the boat is going, and what other liquids might be packed in either the liferaft and/or survival pack, and so forth.

If any of you folks are considering putting a raft or survival pack together, you might want to consult one of several companies that specialize in putting custom packs together. Not only will this give you the goods you need, but during the process you're likely to acquire a reasonably good education in survival techniques.

□ SPIRITED YACHTIES

I was pleased to read a write up of Bob and Terry Cleek's Vertue in your November issue.

Painstaking efforts on their part have brought to buff a beautiful boat, *Patience*.

I know, I was berthed right next to them for a couple of years, and being a neophyte boat owner, their free advice was invaluable.

They (to me) embodied the very spirit of "Yachties" as I've oft read about but have seldom met.

Though one thing does disturb me, I didn't know they had a son. Oh, tell them Patty and I did.

John W. Perkins, Sr.
Salinas

□ A STITCH IN TIME

We are looking into purchasing a sewing machine to use while cruising next week. We'll be doing sail repair and domestic sewing on it. We want a machine that runs on 12 volts and can also be hand driven. Any info concerning sewing machies and experience with them would be appreciated and very helpful to us in making the decision of what to buy.

Joe and Melanie
167 Halton Lane, Watsonville, CA 95076
(408) 662-2693

Joe & Melanie — We'd be interested in publishing whatever you're able to learn.

□ LOW DOWN ON HIGH SHOTS

An aloha to all of you responsible for this publication. Enclosed is money for a long overdue subscription. Please accept my apologies for waiting so long. I'm tired of only being able to find an occasional, usually old and battered, copy.

You'll find enclosed an article from an old issue of *Cruising World*. In your September issue there is some discussion of celestial navigation difficulties when old Sol sits directly above our understanding. Robert Owen's enigmatic "two and two" addition puzzles me, as does his insult aimed at *Latitude 38*. The non-facetious fact is, as far as my novice celestial navigation understanding goes, the sun passes directly overhead twice per year between 25 degrees North and 25 degrees South. If you happen to be directly under it and trying to get a noon latitude, then you have what is termed a "high altitidue sight reduction" problem. I experienced this myself on June 4th, 1979, right after leaving Hawaii on a cruise north to Alaska, and was a bit baffled but had nothing to worry about since we were heading away from land, since the sun's declination would soon be substantially south of our latitude on Earth, and since our intended landfall



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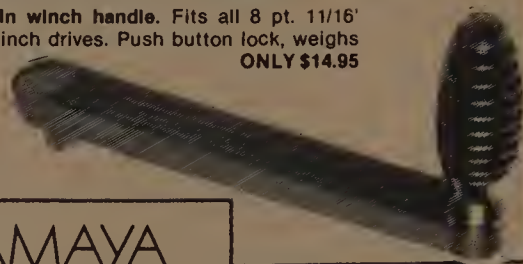


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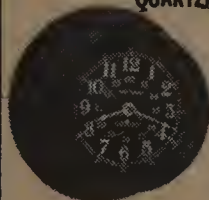
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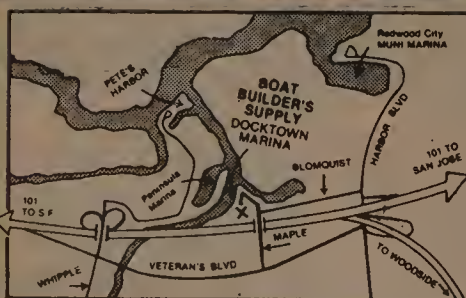
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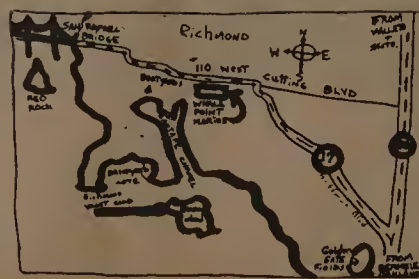


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LETTERS

(Kodiak) was still about 2345 miles away.

The navigator, nevertheless enjoys knowing not only where he has been and where he is going, but also where he happens to be. Perhaps Mr. Seaton's method can help us out. I'd be curious to know if anyone knows other methods for solving this problem, or if anyone knows where to look for solutions, say in *Bowditch* or *Dutton's*.

Once again, aloha and a fine continuance to 'the northern californian sailing sheet', and thanks.

Capt. Zodiacal
Portuguese Tug and Barge, and
Sometimes Salvage Service (PT&B&SS&RS)
Honolulu, HI

P.S. — PT&B&SS&RS has only one vessel, a cruising, fishing, surfing, wave-jumping and sometimes boat rescuing or tugging craft, a 10½' Zodiac. Jaime rode it; he can tell you. Since I can't stabilize my sextant on such a small craft, my wife and I cruise and navigate on a lovely wooden yacht called *Hanalei*.

Zodiacal — We've had a number of different explanations on how to deal with high altitude problems, both in the last issue and this current issue. See if you can wade through them.

□NOT NORMAL

I read with some interest your October issue and the article on the Big Boat Series. I was particularly interested in what you had to say about the Keefe-Kilbourn Series and *Leading Lady*.

Contrary to what *Latitude 38* stated, the America's Cup commitment of Tom Blackaller had nothing whatever to do with the fact that Tom steered *Incredible* rather than *Leading Lady*. Tom was never scheduled to steer *Leading Lady* in this year's series. He steered *Incredible* because Chick Leson asked him to and we didn't. The America's Cup had nothing to do with it. I had planned on steering *Leading Lady* in this year's Big Boat Series ever since I decided to buy into the boat last November.

Tom Blackaller is not the "normal helmsman" (are any helmsmen "normal") on *Leading Lady* as reported in your article. I found this statement a little irritating because I have been driving *Leading Lady* all season long with the only exception being our effort in San Diego. Tom is a good friend and a great sailor, but I didn't spend all that money to provide him with a boat to sail. He steered in San Diego because the San Francisco Perpetual Challenge Cup is a yacht club effort, not an individual boat owner effort. The St. Francis Yacht Club wanted to make a maximum effort to bring home the Cup, so Tom was the logical choice for skipper.

Owners driving their own boats is a favorite subject of mine. Some give it lip service, others really do it. In this year's Keefe-Kilbourn, *Monique*, *Scaramouch*, *Forte'*, *Leading Lady*, and perhaps some others were driven by their owners. I say good for them. It is too easy for our sport to be taken over by the rock stars if the owners are going to relinquish the helm to the best hired gun they can find. I believe in putting together the best crew you can find (including a first rate tactician), but the owner should retain his skipper-driver privileges. Why else pay all that money and put up with all the aggravation of ownership if you aren't going to sail the boat when the starting gun fires. Someday you might think of doing an article on the subject. Anyway, next time you print what is going on aboard *Leading Lady*, how about giving me a call to see if your information is correct.

Your comments on *Shockwave* were right on. *Shockwave*

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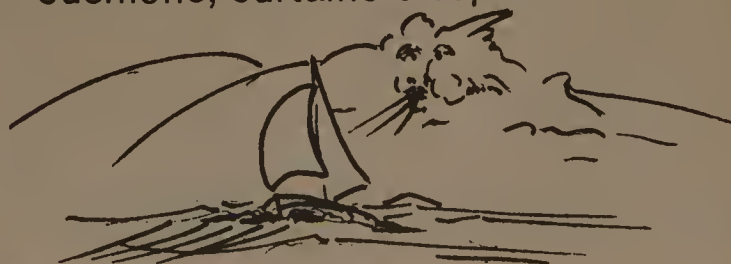
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Thanks, Steve.

Rob and Loraine Coleman



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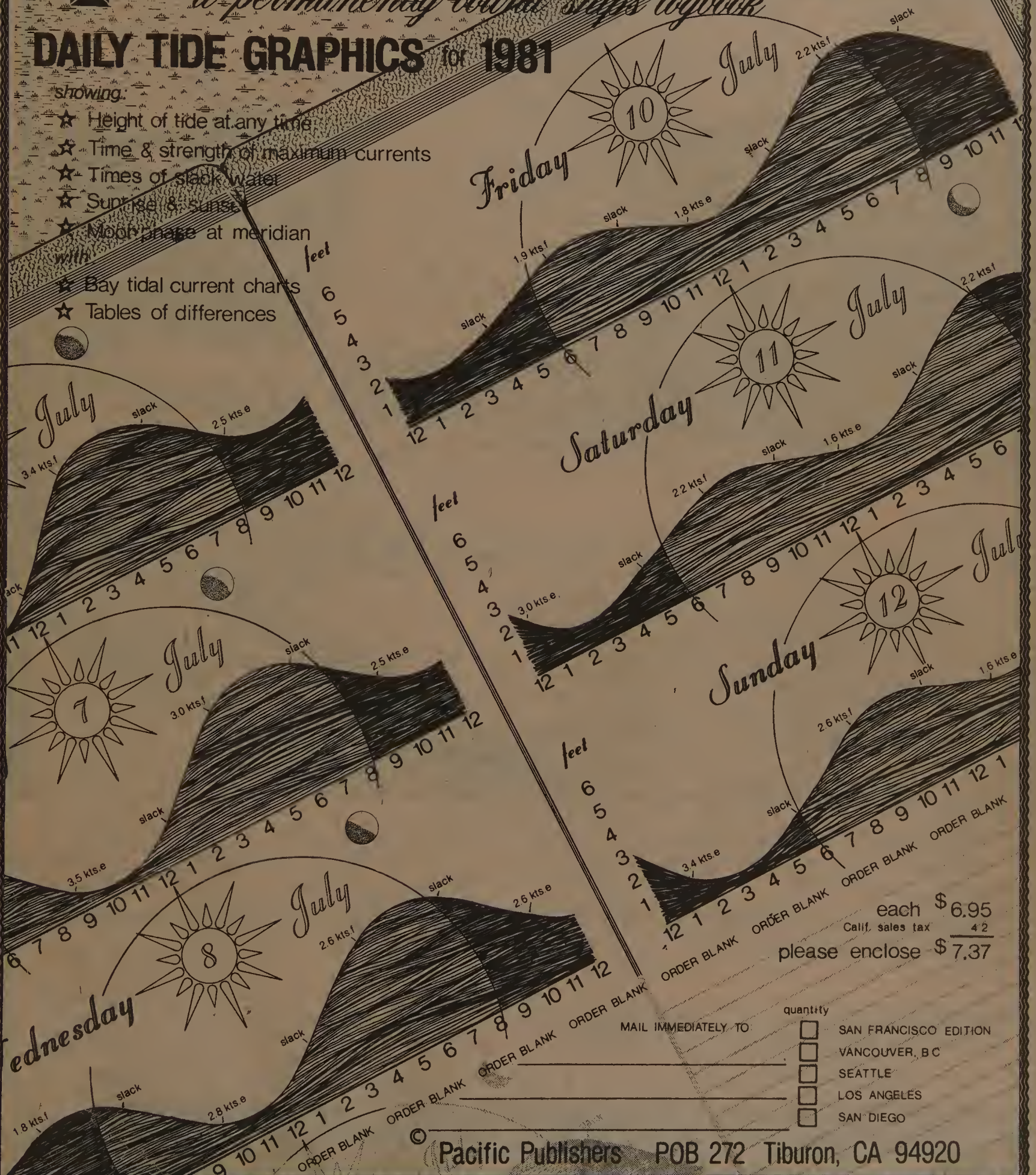
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LETTERS

represented both the best and the worst examples of racing under the IOR rule. She is 46-ft. and has the speed of a 46 footer. By chopping up the transom and running the stern life lines across the deck six-ft. forward of the end of the deck, Laurie Davidson made the boat measure in like a 42 footer. No design improvement was involved; only the exploitation of a loophole in the rule.

The finish times on *Shockwave* showed that she would have been very competitive if she had rated and sailed in the Atlantic series with the rest of the 46' boats. I understand that the rule has been modified to eliminate the loophole and she now rates more like a 46' boat. It was unfortunate that *Shockwave* lost her mast in the last race, but it did not advance yacht racing to have a boat race in the Big Boat Series with a rating that did not truly reflect the speed potential of the boat.

I understand that *Shockwave* is headed for Florida in an SORC effort. It looks like *Leading Lady* will be there too, under a charter to Kent Massey. It should provide us with an interesting rematch if we are both assigned to the same class.

Latitude 38 is fun to read each month. Keep up the good work.

Bruce H. Munro
Palo Alto

Bruce — We were using 'normal' very loosely, and in an over-a-period-of-years sense. But now that we think of it, even that isn't very accurate. It was just sloppy work on our part.

*As for owners driving their own boats, it sounds like a good idea to us, but is a concept that isn't going to get very broad acceptance. At the level *Leading Lady* competes, owners are generally more concerned with winning than hands-on action. So either you're going to have to out-perform the semi-pros, or be content with the satisfaction you did it yourself. We say hurrah for you!*

□ ECONOMIC ALTERNATIVES?

If I go to sea without a liferaft and am forced to abandon ship, can my wife sue Avon because their raft was too expensive to buy?

How about some suggestions for those of us who go to sea in small boats that can't afford the \$2,500 cost, space, and weight of a single purpose liferaft. If properly done, can a good tender also serve in an emergency? Let's get some feedback from your readers.

Gary Ryan
Sausalito

Gary — Some inflatable manufacturers are aware that not everyone can afford a 'real' liferaft, and offer options such as CO₂ inflation and canopies for their normal boats. They insist — and we agree — that such a product is far inferior to a liferaft, and should not even be called that. Nevertheless, adding some of these options onto a normal inflatable may be an attractive alternative for those who otherwise have nothing.

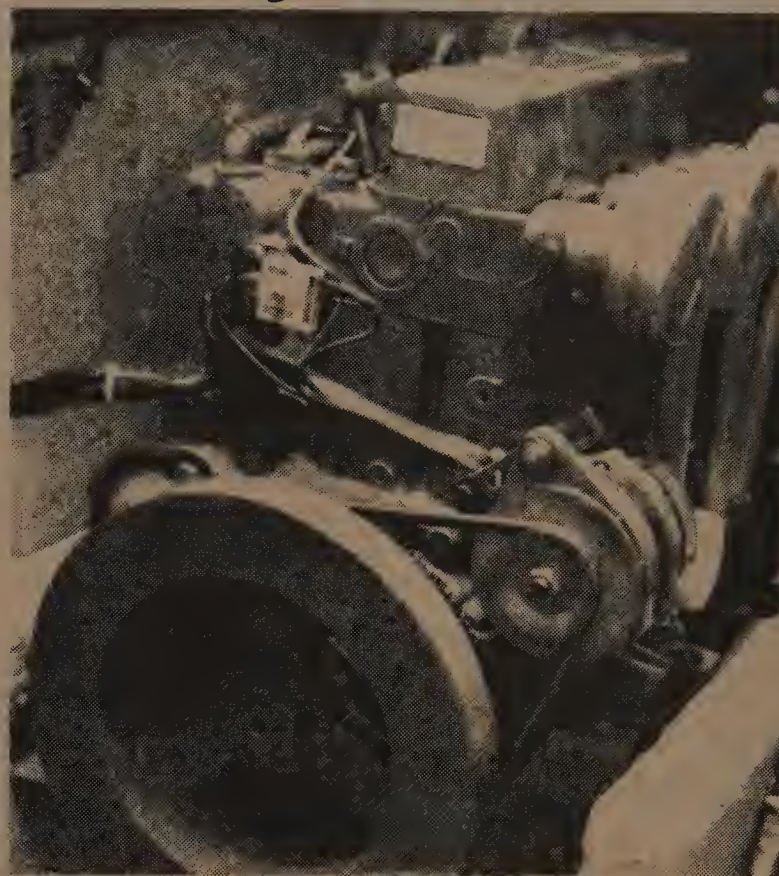
Local sailor Robert Flowerman, who has thousands and thousands of Pacific and Atlantic blue water miles under his belt, showed us a survival package he created out of a normal inflatable. We'll see if we can't feature it in the January or February issue.

But don't kid yourself, adding a CO₂ inflation system to an inflatable does not make it a liferaft.

□ MORE ON HIGH ALTITUDES

The question of taking noon sights when the sun is directly

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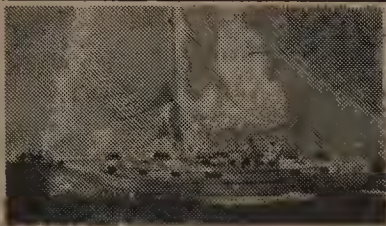
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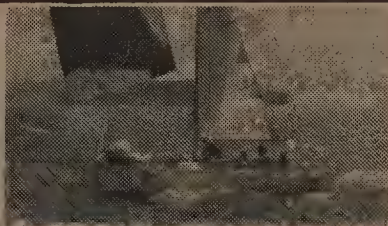
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35' Ericson, 1974.....	49,500
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42' Wilson, NEW.....	147,000
44' Peterson, 1975.....	110,000
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51' Garden wood ketch, 1941.....	75,000
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LETTERS

overhead has been raised in the letters section of your September issue. The following is one solution.

A few years ago I made the voyage from La Paz, Mexico to Hilo, spending most of the trip within a degree or two of the sun's declination. I discovered that taking noon sights required a different technique from that normally used. In addition to rocking the sextant in the usual way to insure that it is held vertically, it is necessary to pan the horizon to the left and right of the sun's azimuth to insure that you have the sextant pointing along the azimuth. If this is done with the sun at the tangent, the sun lifts off the horizon as you swing to the left or right of the azimuth.

Position finding is then a snap. A sight 15 minutes before apparent noon gives your longitude, the noon sight your latitude, and a sight 15 minutes after noon checks your longitude.

Keith E. Buck
Alamo

□ GRRRRRR AND GRRRRR

Just a little note to say 'thanks' for the accurate report on the SSS Vallejo Race.

Facetiously yours,
Bill Canon
'Third Reef'

P.S. Grrrrr!!!!!!

Bill — Well Grrrrr!!!! right back at you folks. You know the "garbage in, garbage out" expression for computers? It works the same way for magazines. If we're told the wrong information, we publish the wrong information.

Over the years the Singlehanded Sailing Society has been tres difficult to work with in terms of race results. And the blame doesn't always rest with the overworked race committees, because we've seen how cavalier singlehanders are about filling out entry forms. We'll take the blame for a lot of stuff, but you guys will have to carry this one in your ears until such time as we receive accurate information.

□ MY RIGHT TO GO TO SEA

Your arguments in "The Spirit of Litigation" are very much to the point. There should not have been any litigation at all. As far as the seaworthiness of survival gear is to be judged, the even at the best of times dubious jury-system would not be the most suited to determine criteria.

To focus on the issue of the EPIRB. Only radio equipment in the hands of experienced operators — such as maritime morse transmitters and amateur gear — would provide the sailor in distress a better chance than the EPIRB, and even then it would depend on circumstances.

It is true that even the 100 million dollar plus freighters with a 20 to 40 man crew carry only a single EPIRB. In my opinion there should be two. Further it is true that the EPIRB there is not packed in the liferaft or placed in a lifeboat. But note that the EPIRB on a ship is class A, which means that it will activate when afloat. If the ship sinks, the EPIRB will float away from its container on the flying bridge and begin to transmit. Also it must be noted that the ships carry a lifeboat morse transceiver, which can be operated on automatic in the event that the radio officer misses the lifeboat.

Comparisons between yachts and freighters are not entirely valid



We bought our beautiful new 25-ft. O'Day at **THE BOAT SHOP**, 280 Sears Point Road in Port Sonoma Marina on Highway 37.



So naturally, I went back to **THE BOAT SHOP** to get a Johnson outboard motor for my "sweetie" as a Christmas surprise.



THE BOAT SHOP Chandlery is filled with goodies and I had a great time trying on foul weather gear.



Matter of fact, I ended up doing all my Christmas shopping at **THE BOAT SHOP** and will be able to use the "Boat Bucks" they gave me all year long.



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LETTERS

therefore. No yacht should make an ocean crossing without at least a class B EPIRB (which is the type that has to be switched on manually.) I would no more sail across an ocean without an EPIRB than I would leave without a liferaft or bottle-equipped inflatable and water, and I would make sure that it has a valid battery.

It would be nice to have two EPIRBs — in which case I would pack one with the raft. With only one aboard I would put it in the small bag of survival gear that attached to a flotation device and must always be ready for use. Mounting it near the companionway is fine, but having fewer different items to think about in an emergency will pay off someday.

Most certainly the EPIRB — or one of two — should be accessible without having to disturb the raft. Furthermore, the EPIRB must be tested regularly — once every 30 days is the legal requirement for commercial ships. It is certainly unnecessary to require that a liferaft must contain an EPIRB at time of sale. What would be next? To make it an integral part of the raft?

There seems to be a clear line between manufacturer's responsibility for their products and our choice to go to sea in small craft. I would not want anyone to fuck with my right to go to sea as I see fit, but as I will ask for assistance if I get in distress, it is my obligation to stay home unless I have a safe and well-equipped boat. The manufacturer must stand behind his product — not behind our activities.

Then, briefly, what is the noise about noon latitudes with the sun directly overhead? With a check of the compass it is not at all difficult to obtain an accurate latitude — and even if one were off by a few minutes (miles), so what. I trust that nobody makes a landfall on a dime-high coral island with only a noon latitude. A sunline in the morning and afternoon, and a noon latitude in between, are all you need to go anywhere in my opinion. More frequent position verifications may be needed in waters with heavy currents and navigational hazards, of course.

Louk Wijzen
Papeete, Tahiti

Readers may recall reading Louk's account of being hit by a whale (Latitude 38, October, 1980) on a trip back from Hawaii this summer in his Columbia 29. His is an excellent example of requiring an EPIRB without wanting to destroy the integrity of the liferaft.

Louk is a merchant seaman.

□ TANKER STRAINER CON'T.

Although it was foggy we decided to go to the boat, berthed at Brickyard Cove, and finish sanding and staining the little bit of wood on our Ariel 26, the *Vagare*. The weather report called for rain in the evening, but then last night's weather report called for rain. It didn't. So we put sander, sand paper, etc. in a brown paper bag and off to the Cove.

Perhaps someone may question why we waited until winter to do the brightwork, but let me say this about that. Even though we had a lousy summer, we did have good winds, and on the beautiful sunny days, Hell, the sailing was even more pleasant.

Of course, after sanding and preparing the wood it started to rain. Quickly, I wiped up all the dust and debris, put the tools in the dock box, and asked my galley slave, who doubles as my wife, to go to the sandwich shop on 'A' dock and buy a couple of sandwiches. When she returned — Voila! — she not only had the sandwiches, but two copies of the November issue of *Latitude 38*. (Two so we won't have



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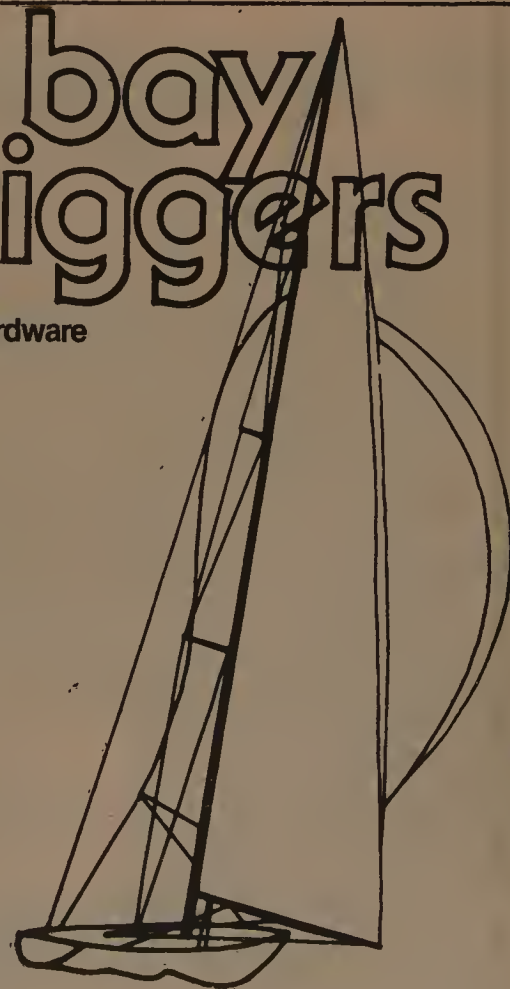
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LETTERS

our continuing argument about who reads it first, which usually ends with one of us stealing the only copy and locking him/herself in the bathroom).

On pages 54 & 55 I read the "tanker-strainer" article. The article was humorous all right. But intimating that hungry tankers were lurking around Brickyard Cove! Ridiculous!

I had just finished the article when I heard a strange sound, growing louder and louder. Since I neither smoke pot nor drink booze, I knew my ears were not deceiving me. The noise grew steadily louder. Christ! I thought, every boat's halyard is banging in the breeze. Must be a hell of a storm brewing. But no — the wind was minimal. I looked out the port light. Holy jumping cockroaches! It was there! The tanker! Sucking up everything in its path. And leading it straight toward us was a small but equally voracious tug. Did I have time to get away? Could I save my little boat — trapped at the end of F dock by the inclined ramp? Quickly, I turned on the kicker and yelled to my wife for the air horn. I pressed the button twice and looked at the ramp. Nothing happened.

"What in the hell are you doing?" my wife piped up from the cabin. What AM I doing, I thought. The stupid ramp is secured to the stupid dock and that damn tanker is getting closer. Again I depressed the button. A miracle! The ramp slowly began to rise! Reaching back to the kicker I shifted it to forward and sailed under the ramp to safety.

Moral? Yes. Although an abstainer from intoxicants, hallucigenics, or other sense distorters, I will never doubt the veracity of your Berkeley pot smokers.

Peter Cancilla
Brickyard Cove

□ALONG WITH THE PELICAN POOP, AND STUFF

I found your August issue on a dock in Seattle, and knew when I got back from my summer and fall cruising sailing, I would order your fine magazine.

Eugene Henderson
Vancouver, Washington

Eugene — You can do us a favor by sitting around your hot winter stove and writing us about summer and fall cruising in the great northwest. We can maybe send you \$75 or so to help with the postage.

□NOXIOUS

One little fact missed in your coverage of the Oakland Museum Show was that while we "sailing heavies" were indeed in attendance, it was because my smoke belching, fume-ridden, noxious stinkpot Cherokee was on display in the show . . .

Annie Sutter
Sausalito

P.S. Peter even rode there and back on her!

Annie — We'll accept the blame for miscaptioning the photograph of the ship model on page 111. Larry Harris assures us it's Dorade, not Volante. In regard to the reason for your presence at the show, however, we'll dump the blame on the author of the otherwise sparkling article, Craig-Shimon von Collie.

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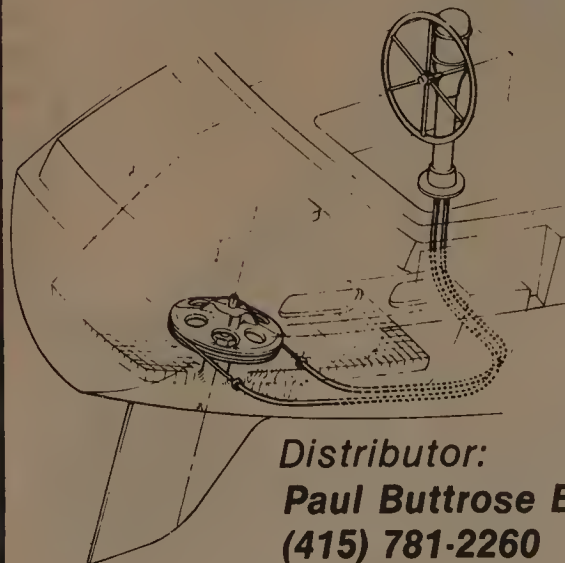
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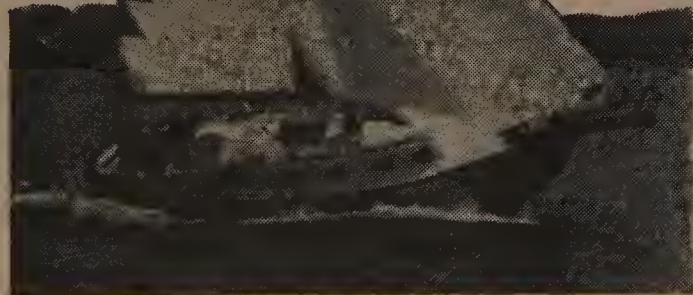
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LOOSE LIPS

Vessels recently donated to the U.S. Naval Academy: Moxie, from Phil Weld, the 50-ft. Dick Newick design that Weld sailed to OSTAR victory as well as a new record this summer. Also donated, Curlew, a New York 40 from Piedmont's F. Wayne Valley.

Some folks just can't get enough. Linda Weber-Rettie not only raced her Yamaha 33 in the Singlehanded TransPac this summer, but was one of the crew sailing it back. You might figure that would temporarily satisfy her need to sail for a while, but it didn't. Once the boat was back in the bay area, she was one of 7 to sail ASH's (Association of Singlehanders) season-ending, fog-shrouded race to Half Moon Bay and back. Then she did the SSS's (Singlehanded Sailing Society) Fall race to Vallejo and back.

Linda's not cooling her heels for the Winter, either. She's scrambling about trying to put together a program to raise \$20,000 so she can enter herself and her Yamaha in next summer's San Francisco to Japan singlehander. If you'd like to help Linda out, she's accepting all suggestions on ways to raise money.

Thirsty? The Sausalito Cruising Club has announced that its bar will be open weekends for the duration of the Winter. Friday hours are from 6 to 10 p.m.; Saturday from 4 to 7 p.m.. The invitation is extended to all sailors with yacht club affiliation and their guests. The Sausalito Cruising Club has berthing available to those of you wanting to arrive by boat (is there any other way?). Call Jack van Keuran for further information.

Many other yacht clubs in the bay area offer the same hospitality, so if the mood strikes you, don't be shy, just call a club you'd like to sail to and ask if you'd be welcome. We promise you, you will. It's a great way to meet new friends, and if you do some winter sailing to augment your winter drinking, we assure you that you'll be in better shape to confront Spring.

In the year's past Louis Kruk has written articles for us from the decks of *Kialoa*, probably America's most internationally active ocean racer during the last five years. But no more. From now on Louis will be writing us from the deck of the new *Kialoa*, launched in Florida the first week in December, and slated for a full schedule of international racing this year.

The old *Kialoa* was a 79-ft. Sparkman & Stephens ketch; about halfway through her career she had major work done on her underbody and her ketch rig chunked in favor of a huge sloop configuration. *Kialoa* won far more than her share of big races, and while owner Jim Kilroy of Los Angeles was satisfied with her windward performance, he thought that a new design could be dramatically better off the wind — without giving up the weatherly capability. We'll soon see. Ron Holland designed the new 79-footer, and she's much lighter than the old one.

After her launching, the new *Kialoa* goes into head to head trials with the old *Kialoa*, as they prepare for February's S.O.R.C. During the circuit itself, the new *Kialoa* will be up against *Windward Passage*, *Bumblebee*, and a host of other maxi's, several of them brand new. After the SORC, *Kialoa*'s next major event will be during late summer, Cowes Week, and the Admiral's Cup in England, plus a special maxi series during the preceeding week. Then it's off to Sardinia for some racing, and Down Under for the winter's Southern Cross

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LOOSE LIPS

Series, which includes the Sydney to Hobart Race.
Stay tuned, you'll be able to read all about it here in *Latitude 38*.

Also headed for this year's Southern Ocean Racing Circuit is Irv Loube and his new Dennis Choate-built, German Frers-designed 46-footer. Loube will have many of the same crew which sailed on *Imp* during two previous circuits and on *Pegasus* last year. That's a hot crew, and since Argentinian Frers designed two of the best boats in last year's circuit, *Tatoosh* and *Merrythought*, Loube's new 'girl' could be pretty quick on the water.

We'll be looking for another good showing from the bay area, in what appears to be one of about 25 boats built with hopes for next summer's Admiral's Cup.

Steve Taft, who's campaigned on both *Imp* and *Pegasus*, will be sailing on Loube's new boat and reporting to us from Florida. He'll follow their fortunes, brief us on what's new at the Circuit this year, and perhaps give us a bit of an introduction to German Frers, an increasingly successful designer of whom we know very little about.

Sometimes tragedies happen that just leave you dumbfounded; this is one. On the evening of October 15th, Bob Ortutay drowned after falling off a Ranger 23 while sailing in choppy waters between the Oakland Estuary and Yerba Buena. Ortutay, who friends knew as being both a strong and very good sailor, was teaching sailing to two students from the Wayne D'Anna Sailing School at the time he went over. The students didn't know how to sail, and were unable to rescue him or get help on the VHF. By the time a couple came alongside to assist, Ortutay's body was no longer in sight, and a search did not turn up his body. The body was finally found, almost a week later, in the water near Mariner Square, where he had previously taught sailing.

The Handicap Divisions Association (HDA) of the YRA has announced it's new slate of officers. Val Clayton is President; John Rowley, Vice-President; Frank Ballintine, Secretary; Richard Wilson, Treasurer; and Jim Boles, Recorder. HDA is the group that races in the bay using the PHRF handicaps, and is generally less competitive than the pocketbook-busting IOR.

Yes, it is depressing, this Pacific Standard Time or whatever they call it when the government has the sun going down about 2:30 in the afternoon. Way we figure it, the sun ought to come up about 11:30 in the morning and go down about 10:00 at night; that way you'd be able to get in some after-work sailing without any problems.

Don't let this early darkness put you off though. There's been some terrific weekends the last month and a half; nice gentle breezes, toasty-warm sun, and real mellow sailing. It's just the tonic after a cold, windy summer.

Some folks can't survive without having something to be optimistic about, and if you're that way, we've got something for you. Opening Day is just around the corner — well, down a block or two and then around the corner. Yes, it's April 26, first day of Daylight Savings Time, and no, you would not be out of order if you started getting ready for it right now.

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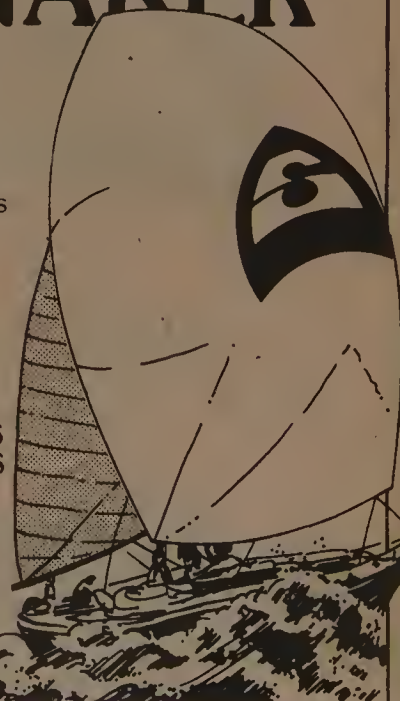
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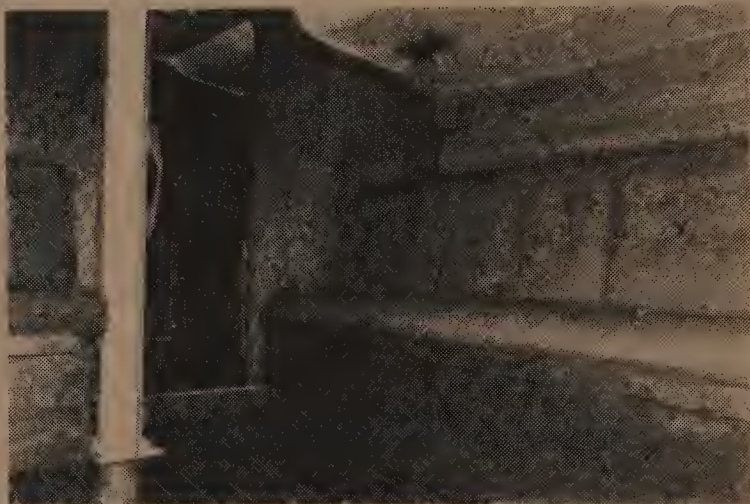
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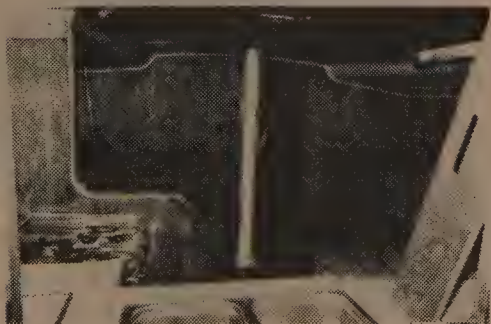
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LOOSE LIPS

You learn something new everyday. Take for instance last week. We were graciously treated to lunch by a Scottish gentleman named Hamish, whose father, Alexander, had started Simpson-Lawrence, a brandname sailors around the world have come to associate with windlasses and other marine gear. We asked Hamish to explain, between sips of sherry, how Simpson and Lawrence had gotten together. That's when he revealed that it was just his father, Alexander Simpson Lawrence, who started the company in Glasgow. The hyphen in the company name, it turns out, was used simply because Alexander felt it appeared more impressive.

The Simpson-Lawrence Company was started 75 years ago, and consisted primarily of Alexander making various products of wood for yachts. Lockers, bookshelves, whiskey lockers — which Hamish says are "vital to Scots" — and even pianos. The company has grown over the years, and now supplies a wide range of yachting equipment to over 65 countries around the world. Pianos, however, are no longer available.

But we learned more that day than just about the Simpson Lawrence family and their business, we also learned about spinnakers. Hamish took us to Sausalito's Spinnaker Restaurant where we picked up the menu and read the following explanation of what exactly a spinnaker is: "It's the beautiful triangular shaped sail bellowing out for'd of the mainsail of yachts." And to think we'd always thought it was the owner who did the bellowing on yachts.



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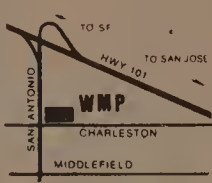
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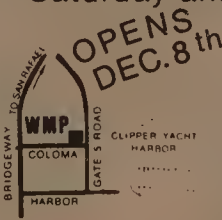
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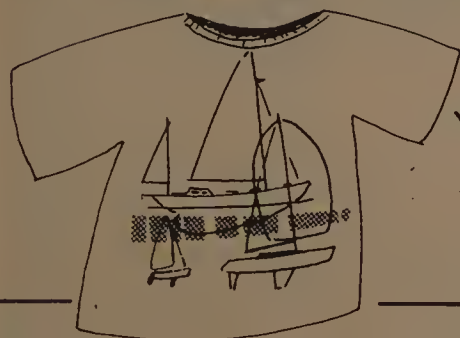
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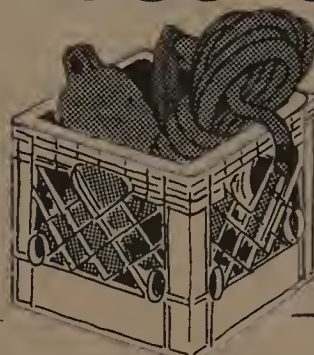
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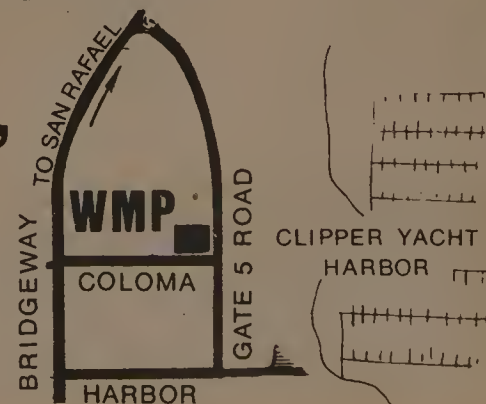
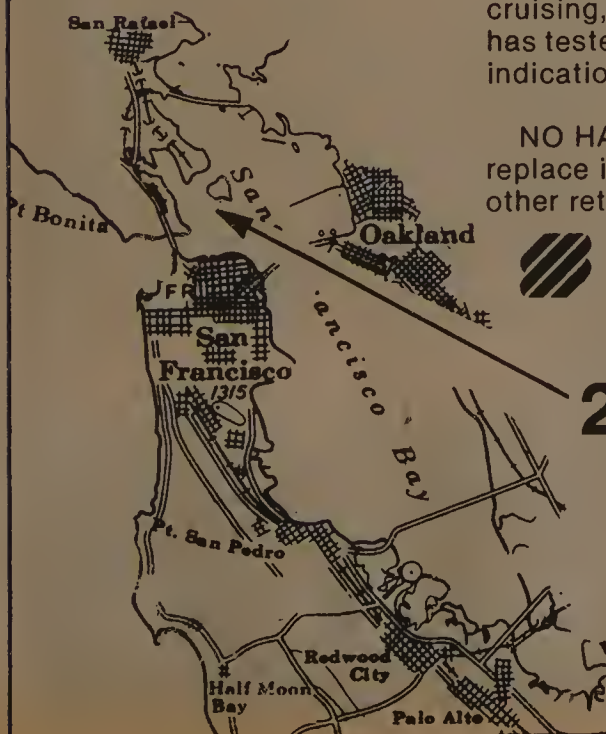
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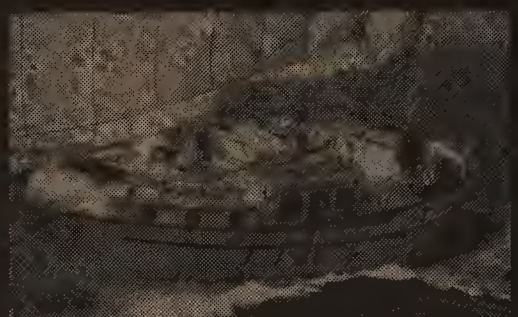
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HOLIDAY MINI-CRUISES

"What?" they said. "You're actually going cruising during the holidays? Brrrr!!"

"Good grief," I replied. "It's not as if we had to chip the ice off the boat. This is California!"

I am always amazed at how so many people curl up into cocoons for the winter and abandon their boats in a season when sailing can be very pleasant. Gone are the daily small craft warnings that pound your body and your boat to smithereens. Few are the huge racing fleets that curse your very presence on their waters. And it's a season of the year when drifting along at 3 or 4 knots is a welcome respite from the holiday hassle.

So it's 10 degrees cooler. Big Deal. I know people who hit the

... if you're into
togetherness, winter
cruising is just
the thing for you ...

highway at the crack of dawn and fight the traffic for hours to get a taste of that fresh crisp winter air. I'm sure skiing is just swell if you crave bumper to bumper traffic, standing in line until your feet freeze, and coming home from vacation exhausted. But if you want to relax friend, go for a winter mini-cruise. We do it at least Thanksgiving and New Years, and as often as possible in between.

The key to enjoying it is being prepared. Alert attention to the weather forecast is obvious. We've been rained on once, but we've never been caught in a full fledged storm.

It's foolish to consider a winter cruise without some kind of heater. Ours is kerosene and it heats the coffee water while it warms the cabin if one of us creeps out of bed and lights it quickly, then snuggles back in the sleeping bag for fifteen minutes.

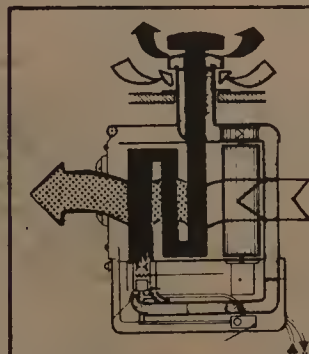
Since it gets dark so early, we always arrive at our destination with that in mind, and we go prepared with a well-charged battery or lamp fuel to light our activities between sunset and sacktime. We use candles a lot too. They create an amazing amount of light in the cabin and take the chill off as well. An added bonus is toasting marshmallows over them.

If you're into togetherness, then winter cruising is just the thing for you. After a leisurely sail and a steaming stew or cheese fondue, you can cuddle around the cabin table and play your favorite board game or hand of cards. We keep Scrabble and a few other selected games aboard as something we do only on these winter cruises. Summer in the Delta with sunshine until 9 p.m., everybody is swimming or fishing or dinghy sailing until they collapse in their bunks. Our family never seems to get around to many shared activities, so winter brings a really special few months of mini-cruising that fits right in with the holiday spirit.

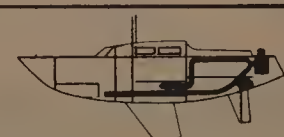
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GULFSTAR

HOLIDAY MINI-CRUISES

The cook is often feeling belligerent during the holidays, so we sometimes choose a spot where we can have dinner ashore.

Last year for New Year's Eve we went, with another family, to Quinn's Lighthouse in Oakland. It was a bright, crisp day with a gentle breeze that lifted our spinnaker as we headed into the estuary. As usual, a jibe became necessary directly in front of one of the shoreside restaurants and my husband dipped the pole forward while I tended the tiller, mainsheet, topping lift, foreguy, spinnaker sheet, and afterguy from the cockpit. Needless to relate, we put on a sterling performance, somehow backing the spinnaker against the spreaders and through most of the rigging while other boaters dodged and point at us and several of the diners applauded.

We rafted up at Quinn's dock and broke out the hors d'oeuvres after entering our dinner reservation for later that evening. We dined overlooking our boats and staged a mock celebration with hats and horns for the kids before tucking them into sleeping bags and returning to the bar. Our second floor table put us directly opposite our spreaders so we knew we could tell if any foolishness occurred on the boat while we were away.

New Year's Eve at Quinn's is not elaborate. They served complimentary champagne at midnight, which flowed generously while we toasted the New Year, our boats, our friends, and the waitress, and finally we careened down the steps, not to our car and a 30 mile drive home but to our cozy sailboats waiting dockside. The next morning the tule fog had burned off by the time we finished our pot-luck brunch, and after some leisurely exploration ashore, we shoved off for home. (The dock beside Quinn's Lighthouse also serves Victoria Station, next door.)

The Oakland Estuary is a good area to consider for a New Years cruise because it is fairly sheltered and there are lots of places to go. The Rusty Pelican will have live music at 9 and the appropriate hats, horns and noisemakers. Their 100 foot guest dock is available on a first come basis. The Rusty, Scupper, on the Alameda side, will feature live entertainment and free champagne, but they have only limited area for dancing. Metropolitan Yacht Club is a good place to tie up if you have a reciprocal membership and want to welcome the New Year in Jack London Square. The City of Oakland provides docking for the Bow and Bell, Sea Wolf, and Cafe Lido Restaurants, as well as Jack London Square.

Pier 39 is bound to have some action, though there is no pier-wide event scheduled. At last count there were 22 restaurants so check with the one of your choice for their New Years plans.

The Marriott in Berkeley will give you New Years any way you like it, from recorded music in the lounge to a seven course meal and a full orchestra in the ballroom. Call them for details if you're interested.

A spot we are considering for New Year's Eve this year is Petaluma. The river is being dredged currently, and if it is completed by their December 20 target date, we just might celebrate at Steamer Gold Landing, adjacent to the 100 foot guest dock in downtown Petaluma. They'll have live music and dancing starting at 10 p.m. and complimentary champagne at midnight. The dress code, they say, is "casual but not grubby". The food is great but they don't accept reservations.

I now suggest you all take this information and a little inspiration and break with tradition this New Year's Eve. Do it on your boat!

— sue rowley

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SIGHTINGS

documentation fees through the cabintop

It's up to you. If you own a boat, you have three choices: You can register it with the State (just as you do an automobile); you can have it documented with the federal government; or you can be an outlaw. The latter is the most difficult if you want to keep out of trouble.

Any pleasure boat can be registered with the state, and depending on which state, it only costs about \$5 or \$10. That's cool and is all you need unless you plan on going cruising in a number of foreign countries. In that case, you might want to have the boat documented, because it gives you some additional federal protection when you are in foreign ports, because the boat, in effect, belongs to the federal government. There is one drawback. During times of war the government can come along and say, 'we want the boat', and they can take it, keep it, never bring it back, and never have to reimburse you for it. And don't think it hasn't happened.

Not all boat can be documented: they must be at least 5 net tons, which generally turns out to be about 30-ft.

It used to be that the government's recording fee was \$2. In late October it went up to \$75, and that's even higher than the rate of inflation. Annual renewal costs were raised to \$15. But don't come whimpering to us: \$75 is what it cost the government to do the recording work in 1979, and there's no reason you shouldn't have to pay your own way. It's only fair, right?

Quiz Time. How many boats were documented in the U.S. in 1979? How many were renewed in 1979? What are the three leading states in documented boats?

Answers: 20,000. 50,000. New York with 6,226; Florida with 4,691; and California with 4,334.

blowing with the wind

Some folks think that southern California is always a light weather sailing area. It often is, but from time to time they get good strong winds, and when the Santa Anas blow, they get winds that are often stronger than you'll see locally for years.

November 16th, for example, the Santa Anas whipped up. Down went the 60-ft. *Suejag*, a \$250,000 60-footer that foundered off Catalina. Down went *Tiger*, a 42-ft. fishing boat east of Santa Barbara. Both these boats were lost despite the fact that the Santa Anas and sea conditions weren't as bad as they often are.

If you're headed south soon, this is Santa Ana season, so be alert and aware of the weather conditions that precede them. They don't come without warning, and if you pay attention, you should be able to find a nice snug spot to ride the blow out.



fe - fi - fo - jibe!

Most football teams have cheerleaders, but not many yachts. The Peterson 43 is the exception to the yacht rule, and had this airplane dragging a banner around during this Fall's Big Boat Series.



handicapped

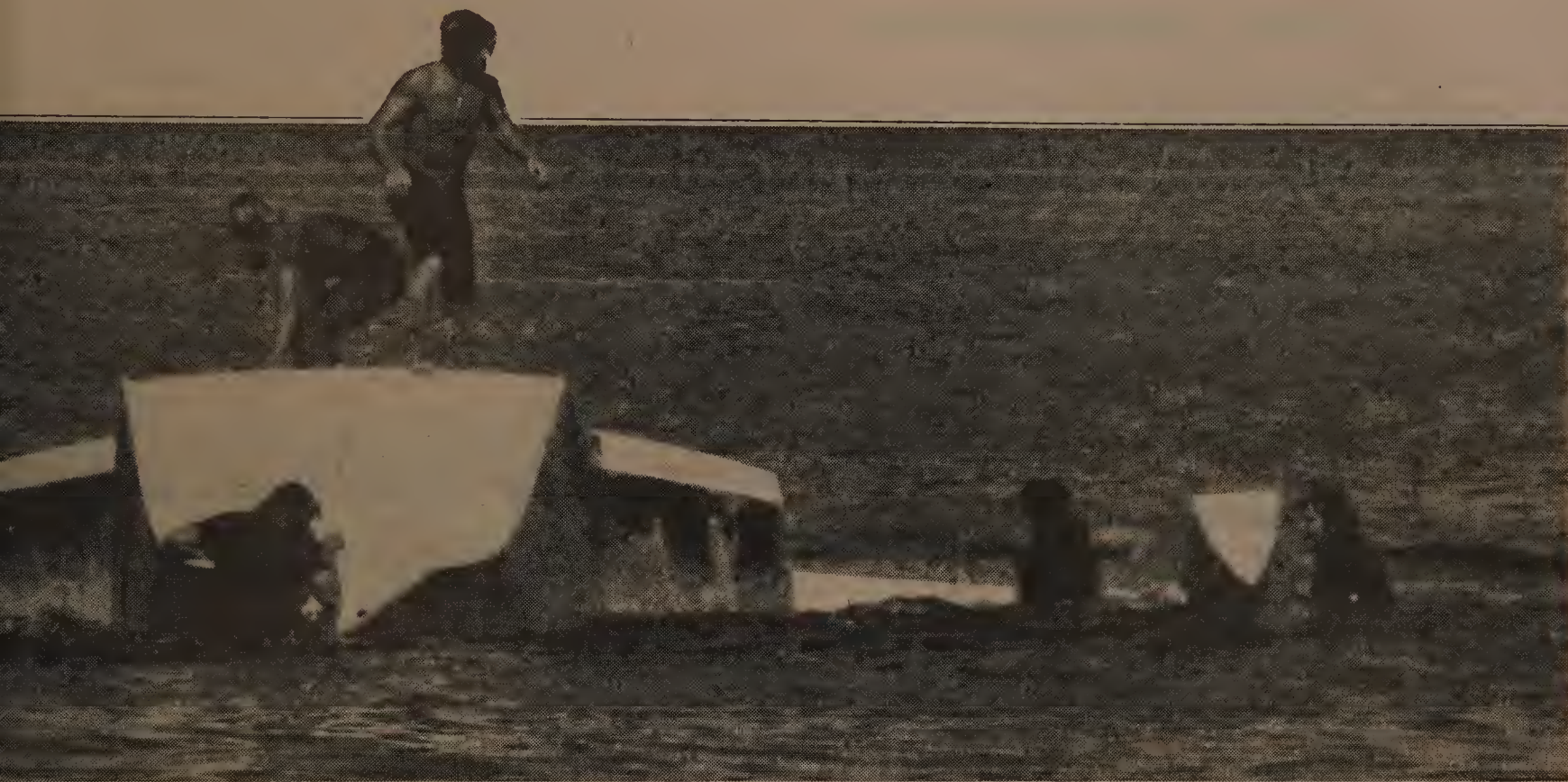
A new Handicapped Boaters Association (HBA) has been formed this fall as an outgrowth of interest shown in the Coast Guard-funded "Boating for the Handicapped: Guidelines for the Physically Handicapped", a 114-page book written by Dr. Eugene Hedley, who is himself a handicapped boatman.

"We have found great enthusiasm from recreation professionals, people in rehabilitation, government agencies and the boating industry, as well as the families and friends of

from chris kafitz

Chris would like to remind all of you that the Berkeley YC's popular 'First Friday Flicks' will not be held in either December or January. She recommends that you watch for their ad in the January *Latitude 38* for the time and titles of the next 'First Friday Flicks' which will resume in February.

By the way, she heartily recommends the



boaters organize

disabled persons," said Hedley, who estimates there are some 400,000 people in the country who are disabled and enjoying boating. "We'd like to continue sharing information."

HBA will publish a bi-monthly magazine, "Boating World Unlimited", beginning with a January issue. For information on the association, write: Handicapped Boaters Association, P.O. Box 1134, Ansonia Station, New York, NY 10023; (212) 877-0310.

of the berkeley uc

Berkeley YC lunches ("international gourmet cuisine") that are offered to one and all each Friday. They cost a sniveling \$4 and offer an ideal opportunity to treat your wife/ladyfriend, secretary, colleagues, or whatever. Make a reservation by calling 845-9277.

tri-al and error

Last month we received a letter from Leo Surtees, a 30-year old Australian now living in San Diego. Surtees explained that he was going to launch his trimaran upside down so that he might test a system he designed to right cap-sized tri's. The above photo by Patricia Miller shows Surtees' tri just before the big attempt. Did it work? Be here next month and we'll have the full story of what happened.

free space

The free space below is brought to you as a public service, courtesy of *Latitude 38*. What we recommend you do is continue to gaze at the gray rectangle for approximately 30 seconds, then close your eyes and try and remember the best time you've ever had sailing. Go ahead, try it now.



Hey! Wasn't that great!!! Makes you want to get right out there and go sailing, doesn't it? What the hell, go ahead and do it!

cal 25's

The Cal 25 Association is having their Annual Meeting and Awards Banquet on December 5th at the Sausalito YC. We realize this doesn't do you much good, since you probably won't read this until after December 5th. If you missed the meeting call Earlene Tankersley anyway, and tell her you'd like to be made aware of the Cal 25 Association events in the future. Her number is 461-9097, and we're sure she'll be glad to help you out.

SIGHTINGS

what are the dates of the san francisco sports and boat show?

We know the correct dates of the 1981 Sports and Boat Show are January 9th through January 18th. We don't know what the hours are.

Want a tip? Don't eat the food.

Want another tip? Go on weekday afternoons. On weekends and weekday evenings the Cow Palace arena far more resembles a human zoo than any kind of marine exhibition. Sales personnel try to be as courteous as possible, but it's only a matter of time before even the strongest of them become rabid.

case of the rusty keel bolts

Recently a young woman wanted to buy her first boat, and went to a local broker. He located an older Catalina 27 that appeared to be everything she wanted. The boat was hauled out, and everything looked good except for a slight and common problem with the keel.

In years past many sailboat manufacturers used steel keel bolts to attach the keel to the hull. This was fine as long as the bolts were periodically tightened and painted. If the bolts weren't tightened, the keel would have a tendency to 'settle' and work a little loose if run aground several times. If the bolts weren't painted, they would start to corrode. The result of both of these problems was that the hull/keel seam would crack, and that rusty water would seep in and out. (Catalina, like most manufacturers, has long since switched to stainless steel bolts to eliminate these problems).

Apparently the keel bolts in this early Catalina 27 hadn't been painted or tightened recently, because they were badly rusted and the hull/keel seam was cracked, allowing a little water to seep in. The factory was called for advice on how to solve this problem. They recommended that new holes be drilled and tapped into the keel and that new keel bolts be installed.

A boatworker was hired to do this job and he started drilling down into the keel. Before he hit lead, he hit sand, and suddenly everyone began to suspect that Catalina had possibly pulled a fast one and was using sand for ballast. He kept drilling deeper, still hitting what appeared to be coarse sand, and eventually had to have extensions welded onto his drill bits.

When the worker had drilled about a foot and a half down into the keel area, people began to speculate that Catalina or their keel subcontractor had indeed been fooling around. Several angry phone calls ensued: Catalina denied ever having put sand in their keels, but confirmed that firebricks were sometimes used to take up volume so that the keels weren't too heavy. Nobody seemed willing to buy this story, nor were they willing to take Catalina up on their offer to exchange the old keel for a new one with stainless steel bolts. The problem there was that neither Catalina, the potential buyer, the seller, or anyone else was ready to spring for the freight bill of shipping several thousand pounds of lead to northern California.

It was decided that the boatworker would cut 'windows' in the keel, install cross channels — the sides of the keel were about an inch and a half lead — thru which new bronze keel bolts would be bolted. In theory this sounded good, but in execution it wasn't a complete success. When the boat was put back in the water, it still leaked about a cup a day.

Nothing had been resolved. The potential buyer was out some \$300 in various expenses, the owner had a leaky boat that was no more attractive to sell, and the boatworker had rung up considerable expenses in labor and parts.

At this juncture we were made aware of the sand in the keel and that fact

con't. on next sightings page

only now

It's not often you drive by a truck loaded with 7 or 8 inflated liferafts. Our curiosity got the best of us, and we had to pull over and



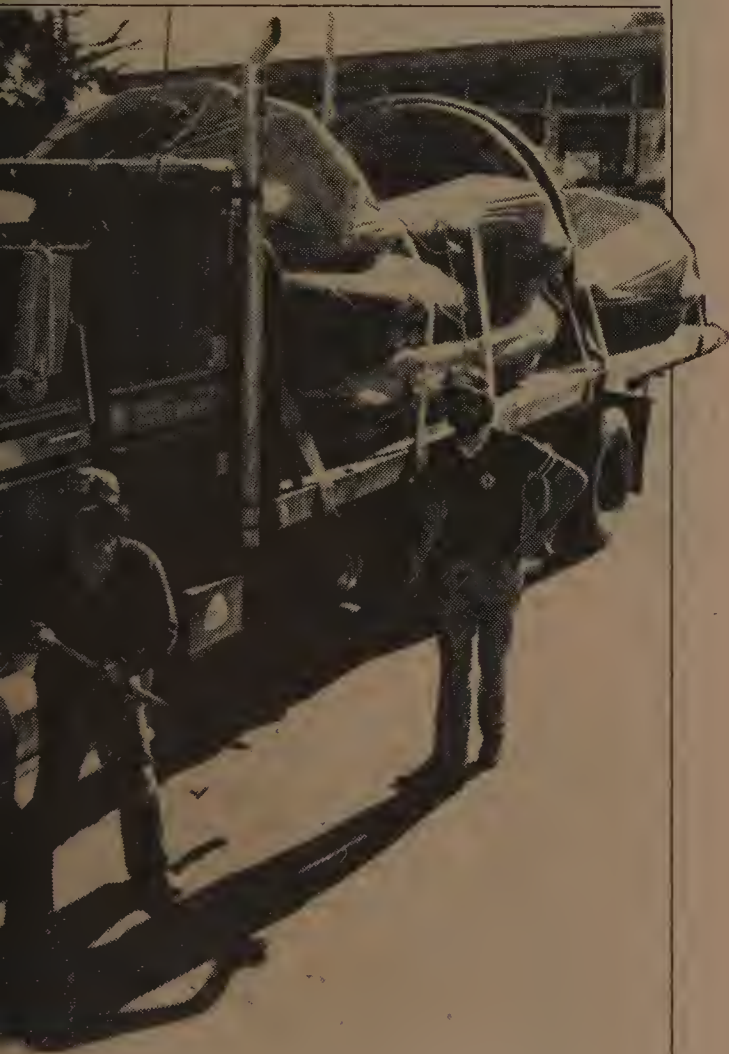
get the lowdown.

The two gentlemen pictured here are Craig Champie and Dave Torbet, and these are not the only liferafts they own. According to Craig, "we've got a thousand of them". Fortunately for him, not all of them are inflated.

The rafts, designed to accomodate 8, are apparently surplus. We looked though one of the manuals that came with the rafts, and

then

it said it was printed in 1961. Markings on the rafts themselves indicated that at least some of them had been tested in the early



70's.

The fellow's company, Sunn Productions in Petaluma, has big plans for the rafts. Some will be refurbished; some will be converted to sport boats; and some are for sale as is. The initial price quoted to us for an "as is" model was \$500. At the end of our conversation, it had dropped to \$300.

Are they worth it? Every man — and woman — is entitled to his or her own opinion.

rusty keel bolts - con't.

that people were suspecting Catalina of having done dirty. It sounded interesting, so we called Catalina and talked to Jerry Douglas, their chief engineer. He didn't sound particularly happy to hear from us, and repeated several things we already knew: That keel boats had to be painted, and they should be tightened from time to time. He also insisted — and we weren't sure on this point — that it was common and not necessarily bad practice to put bricks in keels to take up volume and reduce weight. He told us not to take his word for it, but to call companies that specialize in making keels.

Before we had a chance to make another call we ran into naval architect Bob Smith and put the question to him. Bob said Douglas was right, that putting bricks in keels was neither uncommon or necessarily bad. He explained that just because you want a keel to be a certain shape, doesn't mean you want it filled with lead, because it might well go way over the designed ballast. Depending on what you want to do, you might add 'filler' — it can be foam, brick, sand or air — at the bottom of the keel, at the top, or in the middle.

That sounds good enough for us, and it would appear that the suspicions folks have about Catalina keel chicanery are in error. And as the broker decided, Catalina's offer of exchanging the keel would now seem gracious.

Where will this story end? We don't know. But you might have a look at your keel. If your keel bolts are steel, you'd better make sure you paint them and keep them in good shape. You might want to try and tighten them, too.

640-mile singlehanded race

Last April a group of southern Californians, planning to compete in the Singlehanded TransPac, gathered in Marina del Rey for their 300-mile qualifying sail. That endeavor went off without a hitch, and many of those folks have since gone on to be the nucleus of the newly formed Pacific Singlehanded Sailing Association. It's the southland's first singlehanded sailing group, and their answer to northern California's Singlehanded Sailing Society (SSS) and Association of Singlehanders (ASH).

Dan Byrne of Santa Monica, who finished 5th in the TransPac's big boat PHRF division with his Valiant 40, was recently installed as the group's first commodore. Dan says that the new organization is not designed to be a social club or to take the place of the traditional yacht club, but to advance the interest, skills, and fitness of singlehanders.

On November 10th, three officers of the association gave their report on a proposed race from Marina del Rey to Guadalupe Island off Mexico and back. They reported that the suggested February 14th starting date offered several weather advantages; chief among them the possibility that the uphill leg back to Marina del Rey might well be a close reach rather than a beat, and that the traditional northerly current is weakest at that time of year. Partly on the basis of this information, the group decided to proceed full steam ahead with the February 14th date — which incidentally happens to coincide with the starting time and place of the Puerto Vallarta Race.

Byrne says the final race details have yet to be worked out, but preliminary indications suggest that boats between 20 and 57 feet would be allowed; that items like liferafts, EPIRBs and VHF radios would be required; and, that some qualifying race — perhaps 200 miles — would be required. The PSSA plans to be firm in upholding race regulations, and Byrne acknowledges that last April's inspection for the inspection of the 300-mile qualifier was substantially more demanding than that of the TransPac itself.

The PSSA would be delighted if any northern California sailor would chose to participate. Perhaps it's a little late notice for those who would have to sail down to the starting line and then back after the finish, but we at

con't. on next sightings page

singlehanded - con't.

Latitude 38 are hoping that maybe some of the trailerable boat folks might want to represent the north against the south. 640 miles is a nice distance — long enough to be serious, but short enough not to knock you out for a full month. Sure the weather is a crapshoot; this time of year you might freeze your buns off. Then again, you may come back with a tan that is the envy of the entire P.T.A.

December 8th is the date of the PSSA's first-ever General Meeting, and it's likely that many of the race details will have firmed up by then. If you're interested in following up on it, you may write them at P.O. Box 9181, Marina del Rey, CA 90291; or call (213) 393-8053.

idi amin used to kill messengers of bad news

We hate to be the ones to break the news, but your family is not going to be the National Marine Manufacturing Association's "1980 National Boating Family of the Year". We know you didn't win because we just checked the list of state winners and your name wasn't on it.

Thirty of these fifty great American states fielded candidate families which included: "sportscasters, research chemists, engineers, carpenters, teachers, air traffic controllers, dentists, insurance agents, accountants, kitchen designers, salesmen, electrical contractors, and nurses."

The state winner in California was the Mark Boone family of Northridge. There are two kids in the family and they use a Boston Whaler and a Marshall trawler. As state winners they get a pair of waterskies, a fiberglass slalom ski, and a bunch of safety jackets. The retail value of their booty comes to \$500, which isn't as bad as Florida's but it's still a far cry from Michigan's prize.

Down in the Sunshine state the Gordon Hartman family of Bradenton got stuck with an Olin distress flare valued at a parsimonious \$20. But up in Michigan the John Janssen family won a complete Windsurfer, doiking the cash register at a value of \$800.

But the important thing is that all these families are in contention for the "1980 National Boating Family of the Year", and the bounty that it brings. This title was first bestowed in 1977 when some Mississippi River houseboaters from Baton Rouge won the title as a result of "exploring numerous tributaries" in canoes and with outboards whenever they stopped to anchor. In 1978 the winners were from Fort Hill, South Carolina, who "charged up and down the Carolina's coast in a Chris Craft . . ." In 1979 the title was won by a southern California family who sailed Sabots and a North American 40.

For a California family to win two years running the Boone's of Northridge will have to take pen in hand and write two essays: "What Boating Has Done For Our Family" and "Our Most Interesting Boating Experience". It doesn't take a genius to figure out that these topics were selected by some prim person who at one time in life taught English in a junior high school.

At any rate, the winning family will be the one which has shown that family members have grown together, changed for the better, and moved closer together as a family as a result of their boating experience. That family will be flown to the New York Boat Show for a three-day expense-paid visit for the presentation of a \$1200 cash prize and plaque. Contest co-sponsors are the National Marine Manufacturing Association and Peterson Publishing Company which publishes *Sea and Pacific Skipper*, *Lakeland Boating*, *Rudder*, and *Car and Driver*.



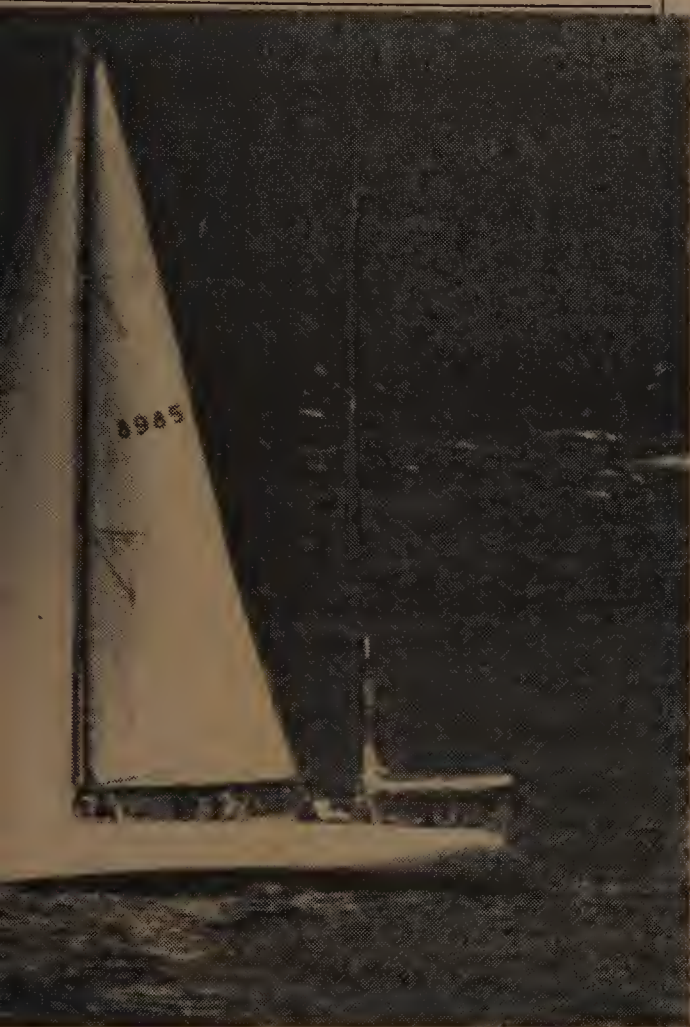
mile rocks -

During the last several months we've mentioned that the Coast Guard has wanted to change the audio and visual aids of navigation on Mile Rocks. Basically they wanted to get rid of the powerful generator-powered audio and visual aids, and replace them with a less powerful one powered by batteries. By doing this, they felt they could avoid the need for an expensive rehabilitation job on the Rocks.

After two months of testing, the Coast Guard concluded from both tests and the comments of mariners, that leaving it the old way was better, and that is basically what they plan to do. However, there will have to be some changes made during rehabilitation, which is now underway and won't be completed until the fall of 1981.

During the rehabilitation phase it will be necessary, from time to time, to replace the primary optic and sound signals with weaker ones.

Now the really important thing you folks should note is that the new generator to be placed on the rocks is not as powerful as the



important changes

old one, so they are switching the audio characteristic of Mile Rock with that of Point Diablo. Since these signals are on opposite sides of the Gate, you could run into a real problem if you were trying to inch your way in the Gate in a thick, thick fog.

Mile Rock was a 'one two-second blast every 15 seconds', and will be a 'one two-second blast every 30 seconds'. Point Diablo was a 'one two-second blast every 30 seconds', and will become a 'one two-second blast every 15 seconds.'

Unfortunately, the Coast Guard has declined to say when the switch will be made. You might want to give them a call on your VHF if you've got to know.

Incidentally folks, this shows that the Coast Guard is responsive to your wishes and comments. According to them, "a primary part . . ." of their decision to stay with the older system was the comments of professional and recreation mariners. Oh! Before we forget, they're going to paint the Mile Rock structures with orange and white horizontal bands to make it easier to identify.

yachting & the election

The first thing all special interest groups do after an election is wonder how it's going to affect them. The boat manufacturing industry is no different, and we thought you might be interested in seeing how the National Marine Manufacturers Association (NMMA) looked at it. Here are some excerpts from their 'Editorial Perspective on the State of the Industry'.

What may we expect from a Reagan administration?

We should not expect dramatic or immediate changes for the simple reason that the Ship of State turns only one way: slowly. But, over the next four years we can expect Reagan administration policies — and Congressional legislation — to be more favorable to business. The growth of government into the private sector will occur at a reduced rate. Government spending is likely to be reduced closer to a balanced budget, thereby reducing inflationary pressures. Tax incentives for business expansion and productivity are more likely.

What does this mean for the boating industry?

The burdens of an ever greater annual inflation rate over the last ten years have not only boosted the price of our products but simultaneously eroded the consumer's discretionary income used to purchase our products. Inflation, therefore, is our number one economic adversary. Any effective effort to reduce the primary source of inflation — government deficit spending — will help our industry greatly. The Reagan/Republican views on government spending would seem to hold out the prospect of bringing inflation under control over the next four years.

The burdens of high interest rates in recent years — and counterproductive government manipulation of interest rates — have severely limited our ability to floorplan and the ability of consumers to finance the purchase of our products in many instances. Government policies which let the law of supply and demand allocate credit and determine its price will remove many of the distortions of credit markets which increasingly work against us. The Reagan/Republican views on government intervention in matters of marketplace economics would seem to suggest less intervention in credit markets which should produce greater stability over time, benefiting our industry. On the other hand, it should be noted that until inflation rates are down significantly, the Federal Reserve Board, an agency independent of the Reagan administration and Congress, will be manipulating interest rates and money supply in order to reduce inflation. One suspects, however, the manipulation will not be a series of ups and downs, but rather a steady pressure to reduce rapid money growth and, therefore, a more stable predictable policy than in the recent past.

The opportunities for private business initiative, innovation and greater productivity are likely to be increased both by tax policy incentives and cut-backs in unneeded regulatory burdens judging by the expressed Reagan/Republican views in these areas. Implementation of such views should benefit all industry, including the boating industry.

60 million to yachtsmen's fund

Most people are grudgingly willing to pay taxes if they feel that they either directly or indirectly benefit from paying them. Paying taxes and getting nothing in return is a different story, but unfortunately that's the way it's been with sailors and fuel taxes over all these years. We're glad to tell you that's finally been changed.

Representative Maria Biaggi, a Democrat from New York battled all year to get a bill, HR-4310, passed; a bill that would ensure that some of the marine fuel taxes yachtspersons pay be used to upgrade the facilities they use. In the past these taxes were often used to fund airport runway extensions, highway improvements, mass transit, and all types of other non-yachting activities.

Biaggi got support in the U.S. Senate from Missouri Democrat Thomas Eagleton, who introduced companion legislation. Their efforts were naturally supported by the entire spectrum of marine associations throughout the country, and finally reached fruition in October when President Carter signed the bill to make it law.

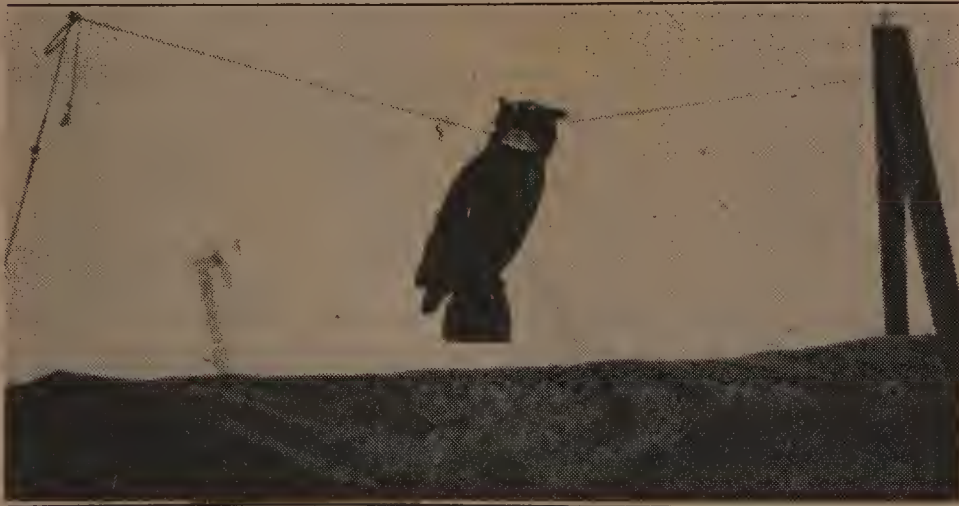
The effect of the legislation is to set up a "Recreational Boating Safety and Facilities Improvement Fund", into which \$20 million of motorboat fuel taxes will be deposited each year during the next three years. Of this \$60 million, \$57.75 million of it will be available to states on a matching funds basis. Say California puts up \$15 million for a project, then the Feds would match it with money from this fund — providing of course the fund hasn't run dry yet. The other \$2.25 million goes to the Coast Guard to administer the program.

This is certainly a step in the right direction, and we'll be watching to see exactly where these funds will be directed.

the newport bird beat

Every year the swallows return to San Juan Capistrano; but those damn cormorants and pigeons just won't ever leave Newport Beach.

Last month we were motoring across Newport Harbor with Mike Kane on



the way out to his tri, *Crusader*, which he sailed to victory in the Singlehanded Transpac (more on Mike next month), when we kept noticing all these brooms and stuff sticking out of the tops of the mast, and these crazy toy owls 'lynched' (see photo at top left) above the booms. These, we were told, are just a few of the measures Newport Beach sailors employ in a futile effort to keep *crap de la cormorants* off their boats. What's especially discouraging to these yachtspersons is that the crap is especially hard to get off, and that they often pay \$400-\$500 a month to berth here.

As you can imagine, the frustration sometimes becomes just too great. Although discharging firearms in the city is illegal, there have been times when people just couldn't resist taking a shot or two. Other folks have tried to

singlehanded

There are singlehanded races across the Atlantic, across the Pacific, and around the world; so why the heck isn't there a Singlehanded Cape Horn Clipper Race? Rhetorical question, of 'course there is one now, and the race will start October 20, 1982 in New York with the finish line here in San Francisco. Entries are limited to monohulls 32 to 45-ft. And if you're thinking of competing, just remember you'll be sailing against the prevailing winds for most of the

more tips from the

We want to remind you folks that Wednesday, December 17th is the date of the second of four Oakland Metro YC Mid-Winter Racing seminars. Warwick 'Commodore' Tompkins will be speaking on the subject of "Tuning" and we'd bet that you'd enjoy it.

We caught the first seminar which featured Bill Lee speaking on yacht design. Bill ad-libbed the whole talk, and after a while it really got rolling. There were lots of terrific slides of *Merlin* during construction and launching, and some interesting little anecdotes. Our favorite concerned Harry Moloscho. After discovering what Lee was up to with *Merlin*, Moloscho was told another one couldn't be built in time for the

don't catch

The crabby fisherman from Half Moon Bay would like you folks to know that crab fishing season started November 11th and runs through June of 1981. Therefore, numerous crab pots, each marked by a small plastic buoy, will be located between shore and the 40-fathom curve, between the San Francisco Pilot Station and Point Montara.

The Crab Fisherman's Association advises you to use caution and keep a sharp lookout. And you should. Last year we were sailing along with the fleet in the Singlehanded Farallones Race. We were doing about 6 knots or so, when rather swiftly the knotmeter began to drop to 5, then 4, then 3, and all the way to zero knots. Funny thing was

around the horn

race. Bring lots of warm sweaters.

There are compensations however. \$25,000 for first place finishers in both divisions, with an additional 25 kay-kay bonus for anyone beating *Flying Cloud's* record of 89 days, 21 hours for the 17,600-mile passage.

Entry fee is 250 smackers. For further information write Expedition Research, Inc., P. O. Box 467, Annapolis, Maryland, 21404. Attention Chris White.

top on dec. 17th

TransPac. Moloscho decided to design his own, if 'design' is the correct word. He simply made everything a foot bigger: the length on deck, the waterline, the beam, the mast, the boom, and so forth. Moloscho did get the *Drifter* done in time to race *Merlin* in that TransPac, but he still lost by 15 minutes.

Anyway, if you missed that seminar you blew it. Don't blow the one with Commodore. The date is the 17th of December, the time is 7:30, the place is the Metro Oakland YC which is located at 89 Jack London Square. The cost is \$4 at the door.

The 3rd seminar is January 7th with Tom Blackaller talking on "Wind Shifts and Sail Trim"; the final seminar is February 11th with Hank Easom speaking on "Tides and Tactics".

the crabs

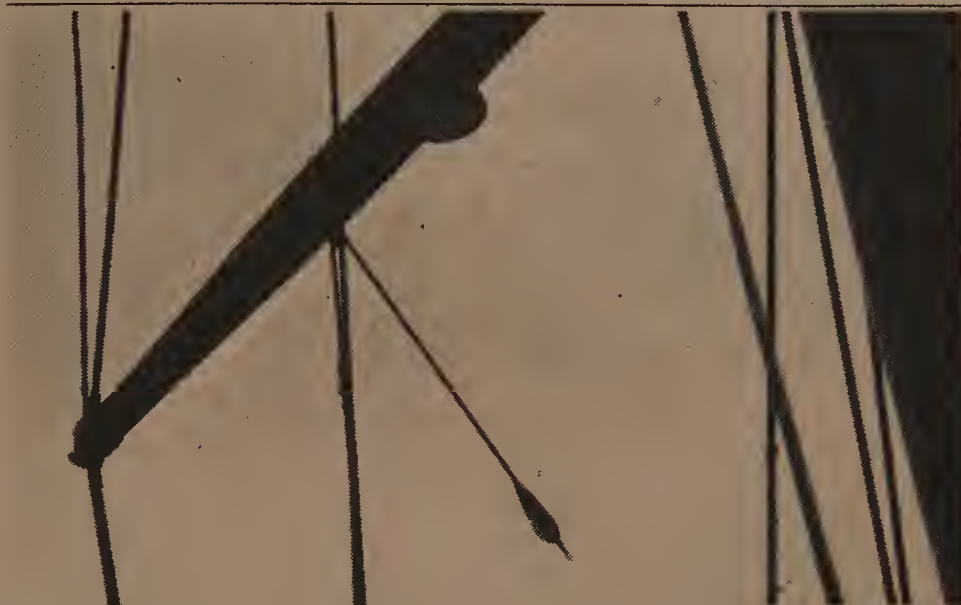
the wind was still blowing from the same direction and there was no kelp in sight.

The mystery prevailed until a couple sailed past in a Farallone 29 and said, "looks like you're caught on a crab pot." That was the only reasonable explanation, although exactly what part of the boat caught it was beyond us. Fearing we'd wrap a line around the prop, we didn't dare to start the engine, and eventually managed to maneuver the bow back toward the Gate and sail free.

But don't let this happen to you, because if you're mysteriously stuck there with nobody to explain it, you begin to think the Loch Ness monster has come to vacation in the Pacific.

bird beat - con't.

kill the birds without using firearms, which brings us to the photo on the upper right. You might notice what appears to be an arrow — as in 'bow and arrow' stuck into the bottom of the spreader. That's exactly what it is, the rem-



nants of just one more of a million attempts to get rid of those damn cormorants. Incidentally, some of you might know the boat: she's *Tioga*, a older-looking ketch that was berthed in Pelican Harbor for some time.

Mind you, the cormorants aren't the only winged warriors encountering the wrath of humanoids in Newport Beach, California. Pity the lowly pigeon, if you will, the lowly pigeon that has the misfortune of pecking around the Newport Harbor Yacht Club.

Tom, the fellow who so graciously ferried us out to have a look at Mike Kane's *Crusader*, told us that the pigeons have become such a nuisance that they had to try and get rid of them. As he understands it, this guy comes over to the club and picks up 5 of the pigeons. He takes them away for a few days and stuffs them full of psychedelic drugs and then returns them to the club. The drugs make their behavior so bizarre — we guess they do back flips and all kinds of crazy stuff — that all the other pigeons freak out and clear the area. (Sort of like the upper middle class leaving Berkeley in the 60's.) This treatment works for about four months, at which time the pigeon doper comes back and loops a few more pigeons.

That's the Newport Beach Bird Report for this month.

freebie classes

Once again the College of Alameda is offering a fine slate of FREE classes in Nautical Science during the Winter Quarter that starts the first week in January.

Seamanship	Mon.	7:30-10:30 p.m.
Meteorology	Thurs.	7:00-10:00 p.m.
Begin'g. Celestial	Wed.	7:30-10:30 p.m.
Advanced Celestial	Tues.	7:00-10:30 p.m.
Coastal Piloting	Mon./Wed.	5:00- 7:30 p.m.
Coastal Piloting	Tues./Thurs.	7:00- 9:30 p.m.

Remember, classes are free, you don't have to live in Alameda to attend, and they begin the first week in January. Early enrollment is advised.

The College of Alameda is located at 555 Atlantic Avenue, Alameda and for further information call the College at (415) 522-7221.

Sutter Cuts a New One . . .

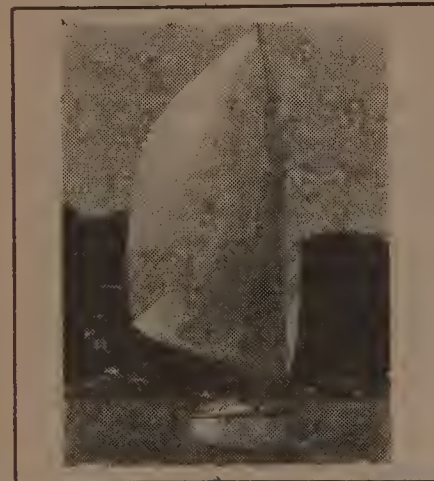
The Radial Headsail



Drifting — points as close as 40° to the wind because it has a wire luff and hanks on the jibstay. There is no need to add extra gear since it utilizes your existing jib halyard.



Reaching — More power because it's cut fuller than a genoa and has more sail area. Radial head design for maximum strength and low stretch. Good up to 20 plus knots.



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The inventors of the **Radial Head Spinnaker** continue to use their 25 years of sailmaking experience and the latest in computer technology to bring you a new sail design. The new Radial Headsail was developed specially for the needs of the modern performance minded cruiser.

PHOTO CONTEST ISSUE

You never know what to expect when you try something for the first time, and therefore we were in a state of high anxiety after announcing this first-ever **Latitude 38** 'Photo Contest'. Actually, our greatest fear was that nobody would submit any photographs. We needn't have worried; slow coming at the beginning, we were inundated as the deadline approached.

What we did **not** get was a lot of gallery-type shots, the kind you might expect from Diane Beeston or John Hutton, Jr. That's understandable. Taking photographs on a rocking boat requires not only a willingness to expose an expensive piece of equipment to the ravages of salt air, but an awful lot of effort. Shooting other boats isn't much easier; either you've a powerboat to whip around in, or composition is pretty much a hit and miss proposition.

Instead of 'artsy-fartsy gallery goodies', we received many examples of the 'down-home vacation snapshot' genre, a couple of which were a little out of focus, or not exposed just quite right. No problem though, because the content of the pictures was so fascinating we rarely had trouble seeing beyond the technical difficulties. Frankly, we had a gas looking through all the entries, and hope you readers have as much fun paging through the entries we've selected.

The photographs are divided into 8 loosely defined categories, and we've picked a single winner from each group — winners who will receive a check for \$35 for their efforts. Smaller checks will go out to everyone who had a picture published.

Winner of the \$150 First Prize is Mark Reynolds of San Diego. We awarded Mark the prize on the basis of good technical quality, great content, and the fact that all four of the entries he submitted struck us as being terrific. Congratulations to you Mark, and all the rest of you.

If your photographs weren't published, you shouldn't necessarily hate us or throw away your camera. Some fine shots couldn't be used for technical reasons. To cite just one example, any color slides or photos with too much red had to be eliminated, because when transformed into black and white, the red hues turn to mud. Besides, there's always next year!

The original inspiration for this photo issue was for us folks at **Latitude 38** to have an 'easy month'. It hasn't exactly turned out that way; nevertheless we're pleased with the results and hope that you are, too.

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FIRST PRIZE / PETS

They say a dog is man's best friend, but sometimes you've got to wonder if dogs have reciprocal sentiments. For example, Jim Hall of Martinez and the Martinez YC is using his bow-wow Blitzkrieg "as a solution to the problem of a cleatless dock". Hall continues, "When we say 'all hands', we also include paws."

Every year he takes his boat, **Tanglefoot**, and his dog Blitzkrieg to the San Juan Islands — that's where this photo was taken — for a lot of cruising and a little PHRF racing, including the Shaw Island Classic and the Lopez Island Rag Sailors Regatta.

Jim's made an offer to share his expertise on the region, and we're going to take him up on it in a forthcoming issue.

Photo/
Jim Hall
Martinez

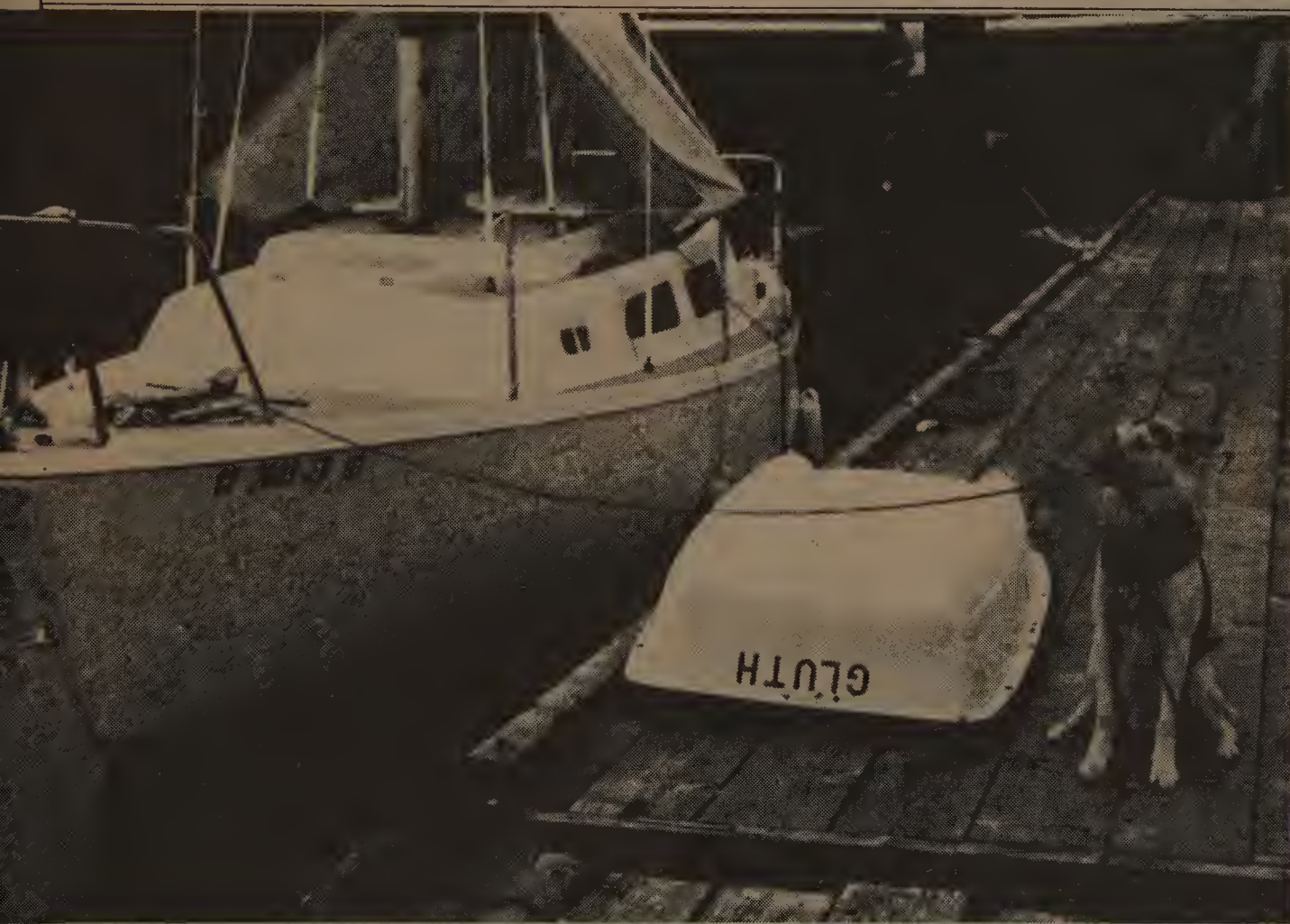




Photo /
Randy Waggoner
San Francisco

"Troy, the bow watch (bow-wow watch?), on this OD 11, is really just practicing for work as a hood ornament on a '47 Chevy." Taken at Gashouse Cove.



Photo / Rita Gardner
Point Richmond

Ms. Gardner found there were plenty of men for the women during the sensual sailing at Antigua Race Week. The men, as you can see, weren't outnumbered and sometimes had to settle for less humane companionship.



Photo / Carol Nistle
Daly City

In what appears to be a Delta setting, husband Bob makes a feathered friend. "This," writes Carol, "is for the birds."



Photos/Don Baker
Point Richmond

Don sent us both the shot above, as well as the shot at left. "The poodle's name is Candy," he writes, "we lost her last week to Dog Heaven, unfortunately, after 18 years. Her death was not due to lack of sleep, as she could fall asleep at the helm as quickly as the skipper." The Dalmatian is Sounder, who "has quite an interest in navigation and is master of the poop deck."

(Don, we're glad we could find room to run pictures of your pets; sorry we didn't get to fit your wife and little sister in the issue, too. Good luck trying to explain that for us.)



FIRST PRIZE /
PLACES

We don't know precisely where this photo was taken, but it sure is a soothing sight for city-weary eyes. Ellis took the shot from the U.S.C.G. three-masted barge **Eagle**, using a Widelux 140 degree camera.

Photo /
Ellis St. Rose
Venice, CA

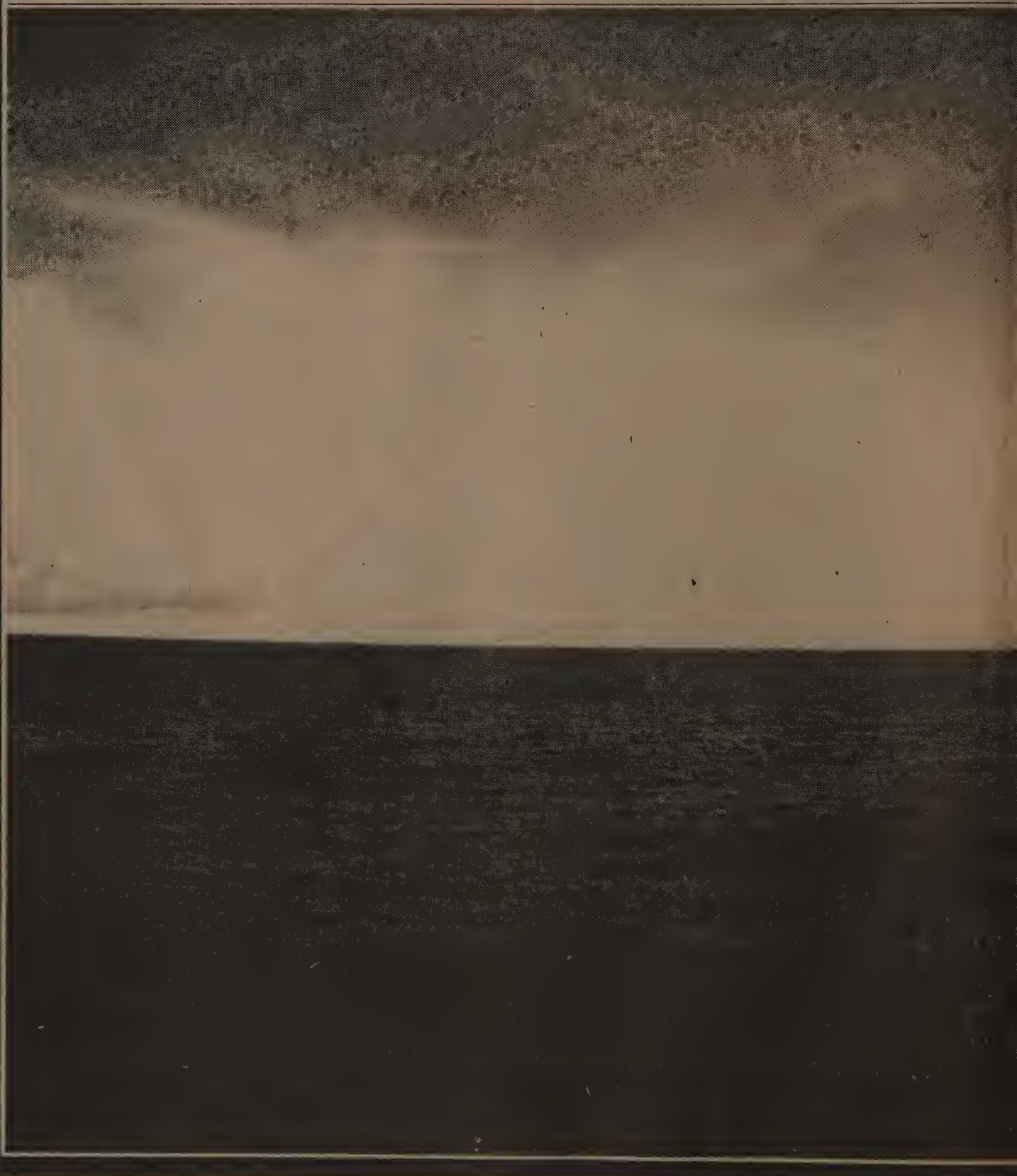






Photo / Ann Gladwin
Ventura, CA

Bartolome Island, looking toward Santiago, Galapagos.



SAILING PLACES

Photo / Ann Gladwin
Ventura, CA

Below, "Twenty-six miles across the sea is not far enough to discourage weekenders. And if you think Catalina Harbor is crowded ..."

Catalina, a lot of early fiberglass boats were built with this island as the ultimate sailing destination.

At left, 1400-miles below the border is the holiday resort of Las Hadas at Bo Derek-land. Manzanillo is not nearly as crowded as Catalina, except at the end of the every-other year Manzanillo Race.



Photo /
Peter Costello
Santa Cruz, CA

When Winter comes, so does the sand to the entrance of the Santa Cruz Marina. The sand becomes sandbar, and voila! You've got great surf and an impassable harbor entrance. In theory, surfing is prohibited, but when the entrance shoals over, reality sets in.





Photo / Jeff Meadows
Oakland

Fleetheart, an adaptation of the Vortex one-design "Santa Barbara", sailing at Berkeley's Aquatic Park.

Fleetheart is 70-inches LOA, with a 14-inch beam, and an 84-inch stick. She was built by the photographer, and is radio controlled with a 3-channel system which gives full sheet control to both sails as well as full rudder control.

Photo's misty appearance is a result of being printed upside down which the editor thought looked real keen.



Photo / Ann Gladwin
Ventura, CA

Islet Onslow, or "Devil's Crown", again in the enchanting Galapagos. Photo taken from the 80-yr. old **Sulidae**, a 63-ft. gaff ketch.

If you can't make it to the Galapagos, photographer Gladwin recommends Mexico's Isla Isabella — "very similar".

Photo / Clyde Serda
Alameda, CA

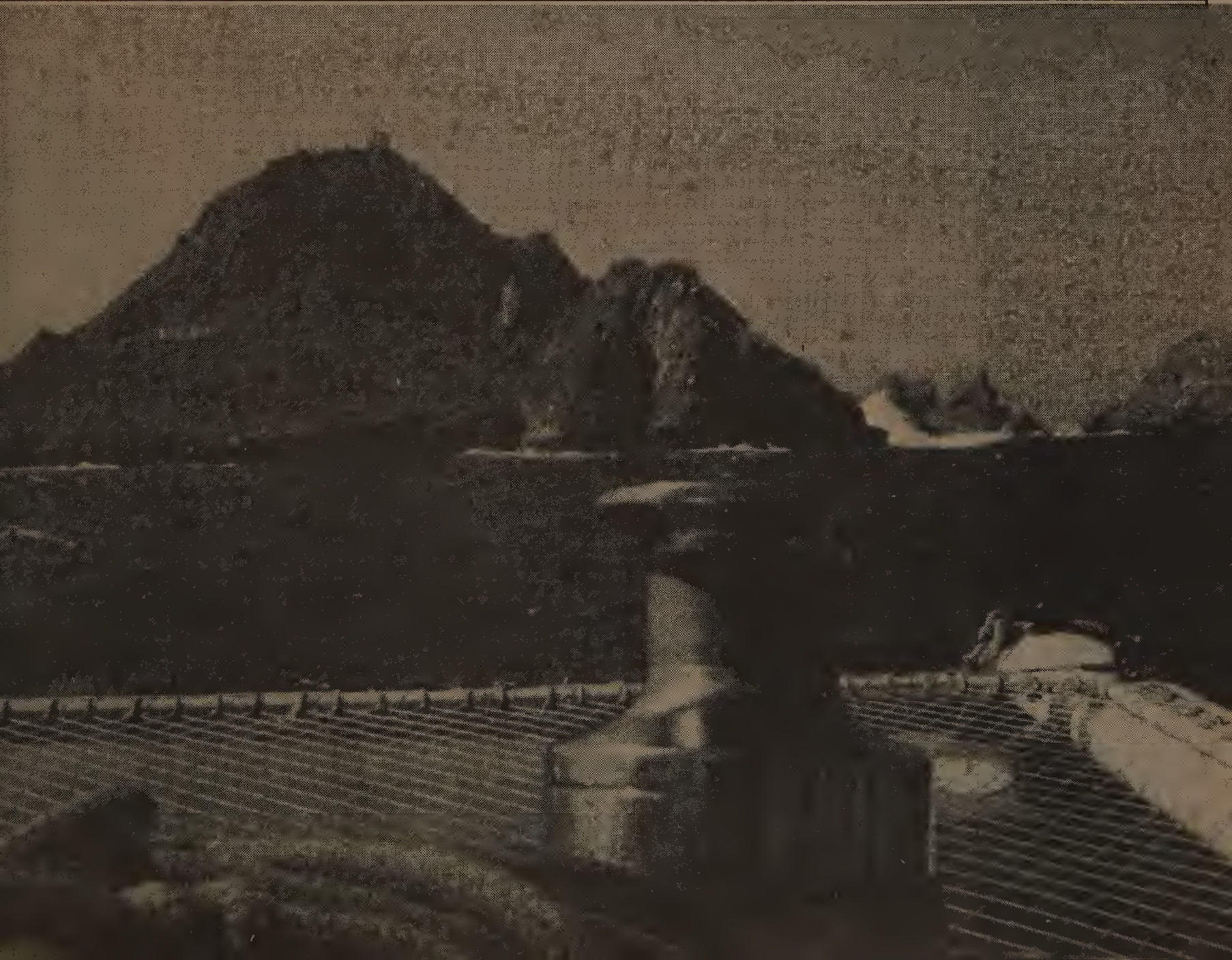
The Farallone Islands as seen from the deck of what appears to be a trimaran.

SAILING PLACES



Photo /
George Ruhland
Santa Cruz, CA

The ketch **Kama**,
under reefed main and
doused mizzen running
before it off the coast
of San Simeon in July,
1936. Seems like it's
been blowing like that
ever since.



FIRST PRIZE / RACING

We have an idea what this boat is — her hull is red and so is the next to last panel in her chute. She's not **Leading Lady**, we don't believe she's **Improbable**, and have some suspicions the photo was taken in Europe. Looks great though, doesn't it?

Photo /
Charles Bronson
San Francisco, CA





RACING



Photo /
f/stop Fitzgerald
East Alameda

Rhythm to weather;
Big Boat Series, 1980.

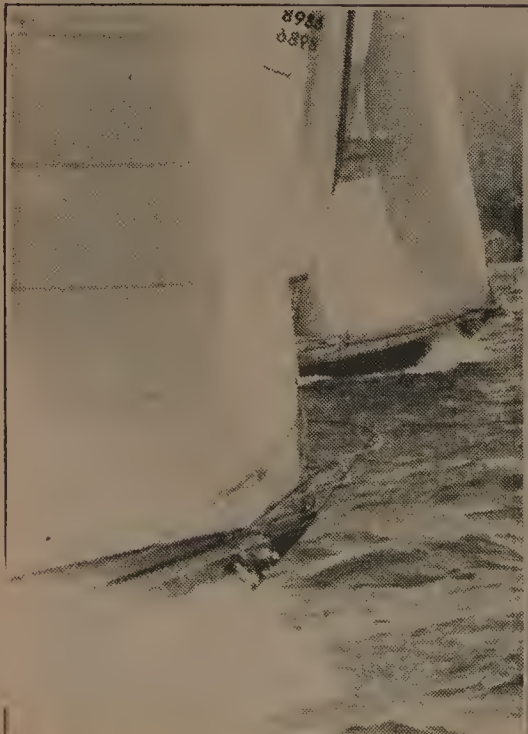
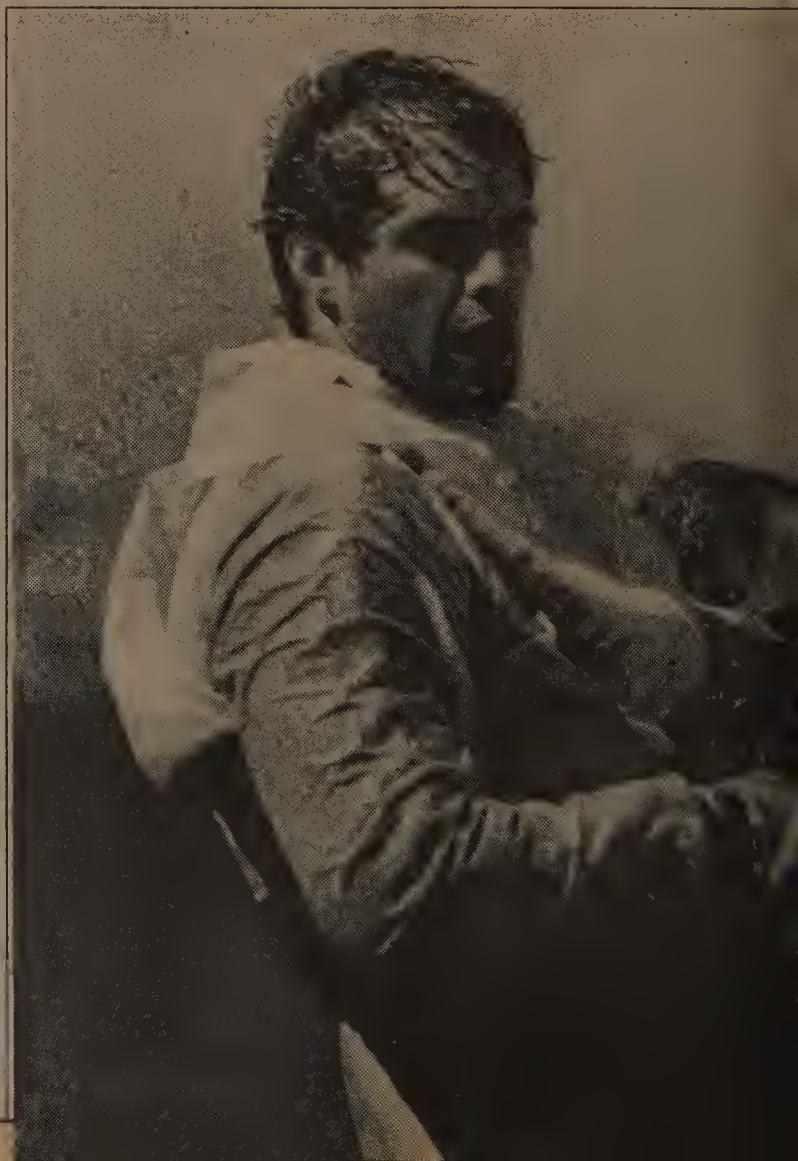


Photo / Shimon-Craig
van Collie
San Francisco

Watching sailing,
maybe like watching
grass grow, but actual-
ly sailing is a different
story. Two Toronado
sailors on the move.



Photos /
Teri Congdon
Oakland

Left and right, two-
photo sequence of
Holland-designed
Shenandoah broaching
in front of the St.
Francis YC during the
last race of the 1980
Big Boat Series.

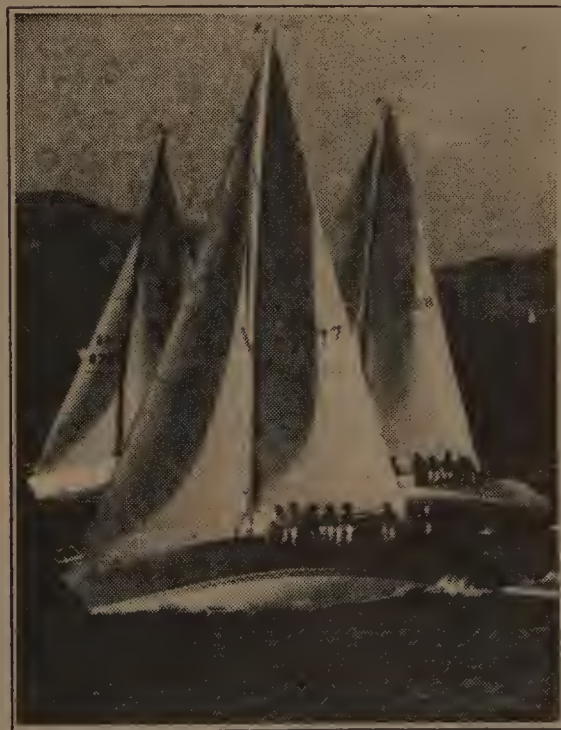


Photo /
f/stop Fitzgerald
East Alameda

Forte, Tomahawk,
and Sioc (left to right)
hit the finish line at the
Big Boat Series.

RACING



Photo /
f/stop Fitzgerald
North Alameda

Incredible and Wings
whip it to weather in
the 1980 Big Boat
Series.

Photo /
Wallace Murray
San Francisco

Brown Sugar showing
her keel and prop
strut. Notice water
dripping from thru-
hull. Nice shot, but
even better in color.

Photo /
f/stop Fitzgerald
West Alameda

Lee-bowing the Bank
of America building.

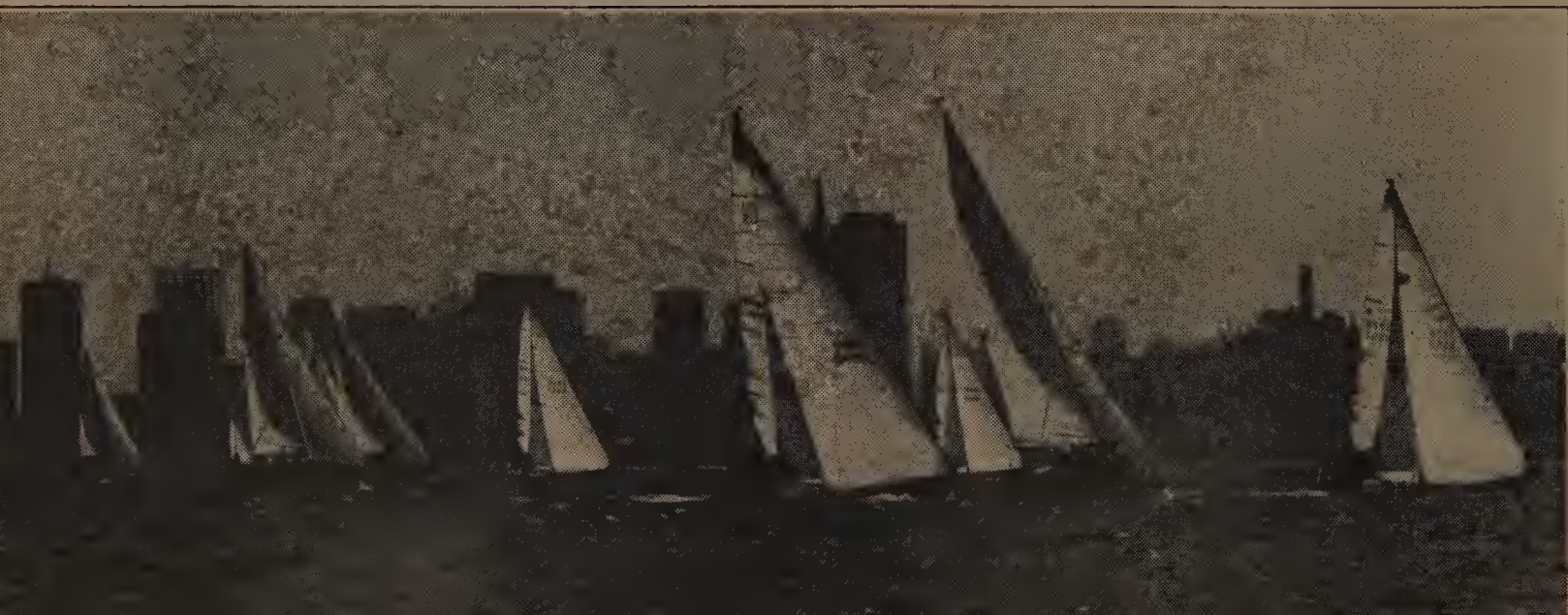




Photo /
Patti Meadows
Truckee

Native Son slipping the
bow through the soft
swells at the end of
the 1977 Honolulu
Race.

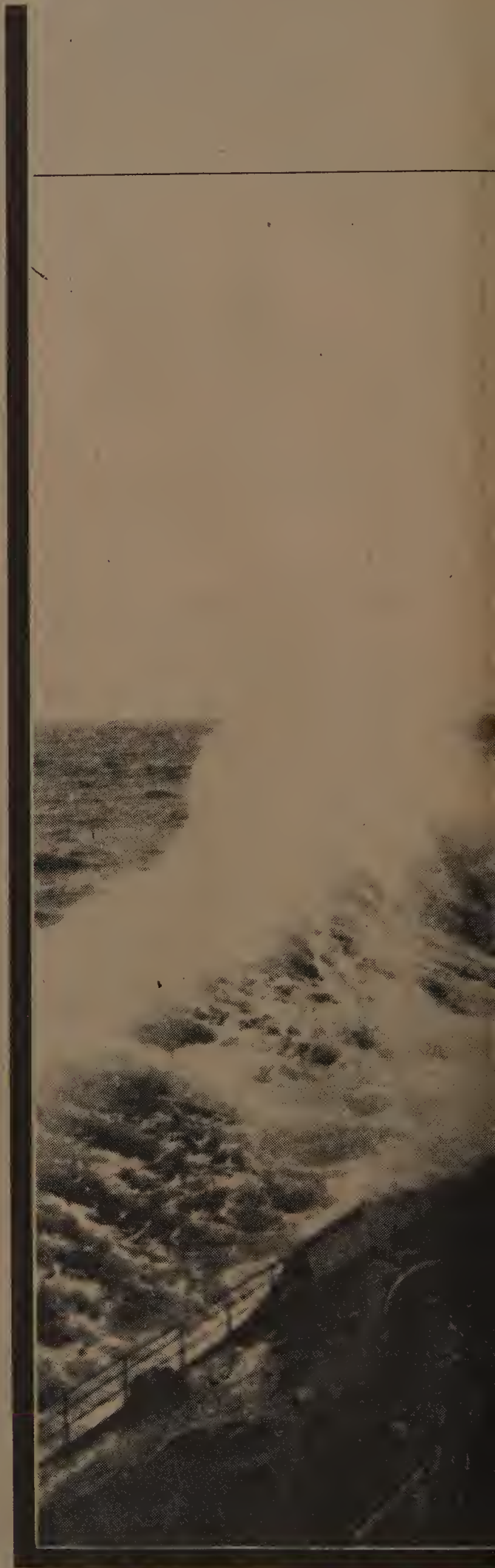


WAVES, SUNSETS & SUCH

FIRST PRIZE / WAVES, SUNSETS & SUCH

'Hurricane Swell' in the Caribbean taken from the deck of the tanker **Western Sun**, while the photographer was a mate. Two years ago he came to the bay area to visit a girl-friend who took him sailing on the bay; he liked it so much he's decided to stay.

Photo /
Stephen Fuccillo
Alameda





WAVES, SUNSETS & SUCH

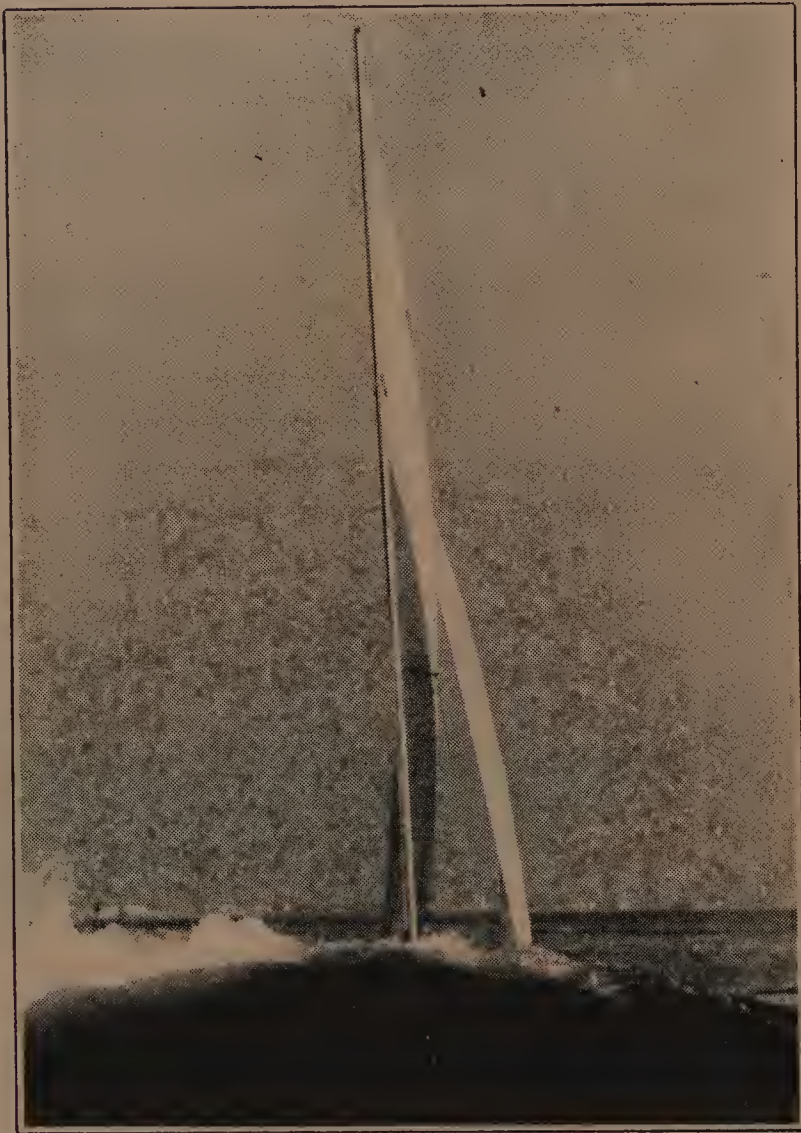


Photo /
Mark Reynolds
San Diego

Appears to be a cata-
maran rounding the
breakers off the tip of
Point Loma, San Diego

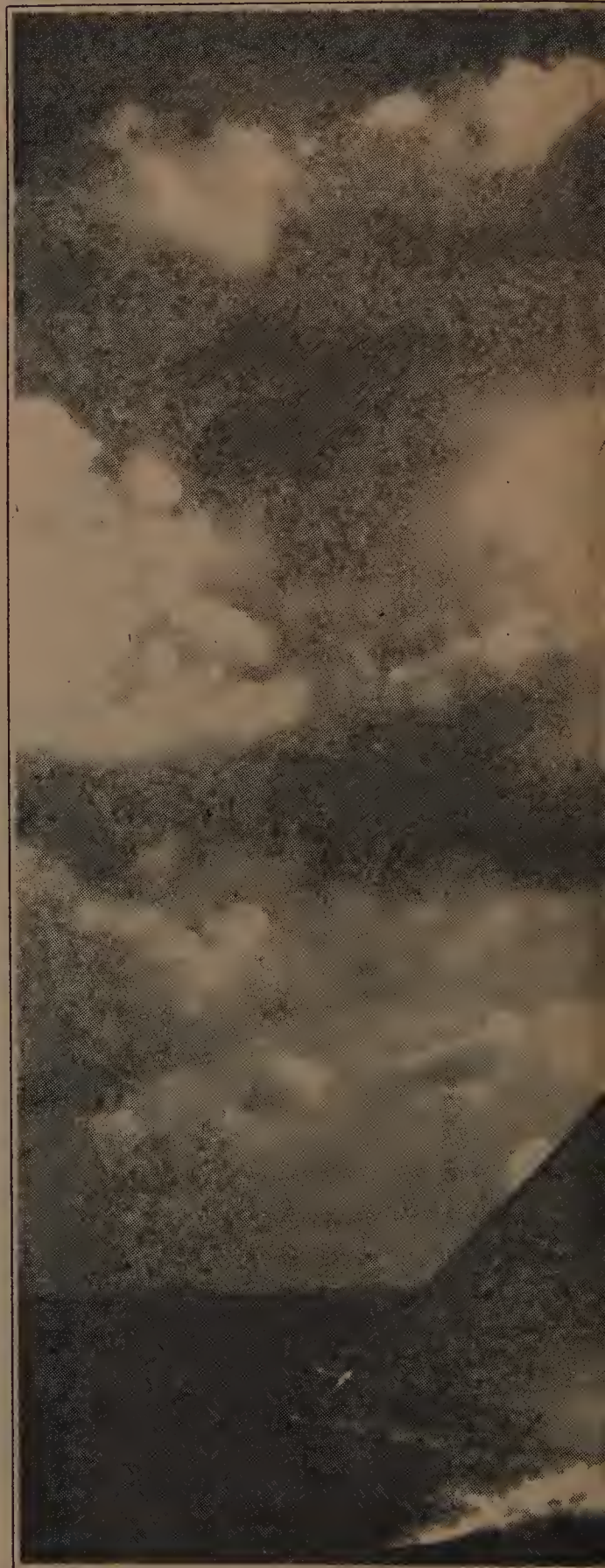


Photo /
Charles Bronson
San Francisco

Untitled photograph
that looks like it might
be off the eastern

coast of the U.S. We
sure don't get clouds
like that around here.

Lots of three-spreader
sloops must mean this
is a big-deal race.





Photo /
Lenora Porcella &
Mary Wilkens
San Jose

Golden Gate sunset.

Photo /
Andrew Taylor
Oakland

Sunset at the Berkeley
Marina entrance.

WAVES, SUNSETS & SUCH

Photo /
Peter Costello
Santa Cruz

Mike Kane sprints for
Kauai on a sun-dappled
sea at the start of the
Singlehanded Trans-
Pac.

Photo /
Patti Meadows
Truckee

Ala Wai sunset.



WAVES, SUNSETS & SUCH

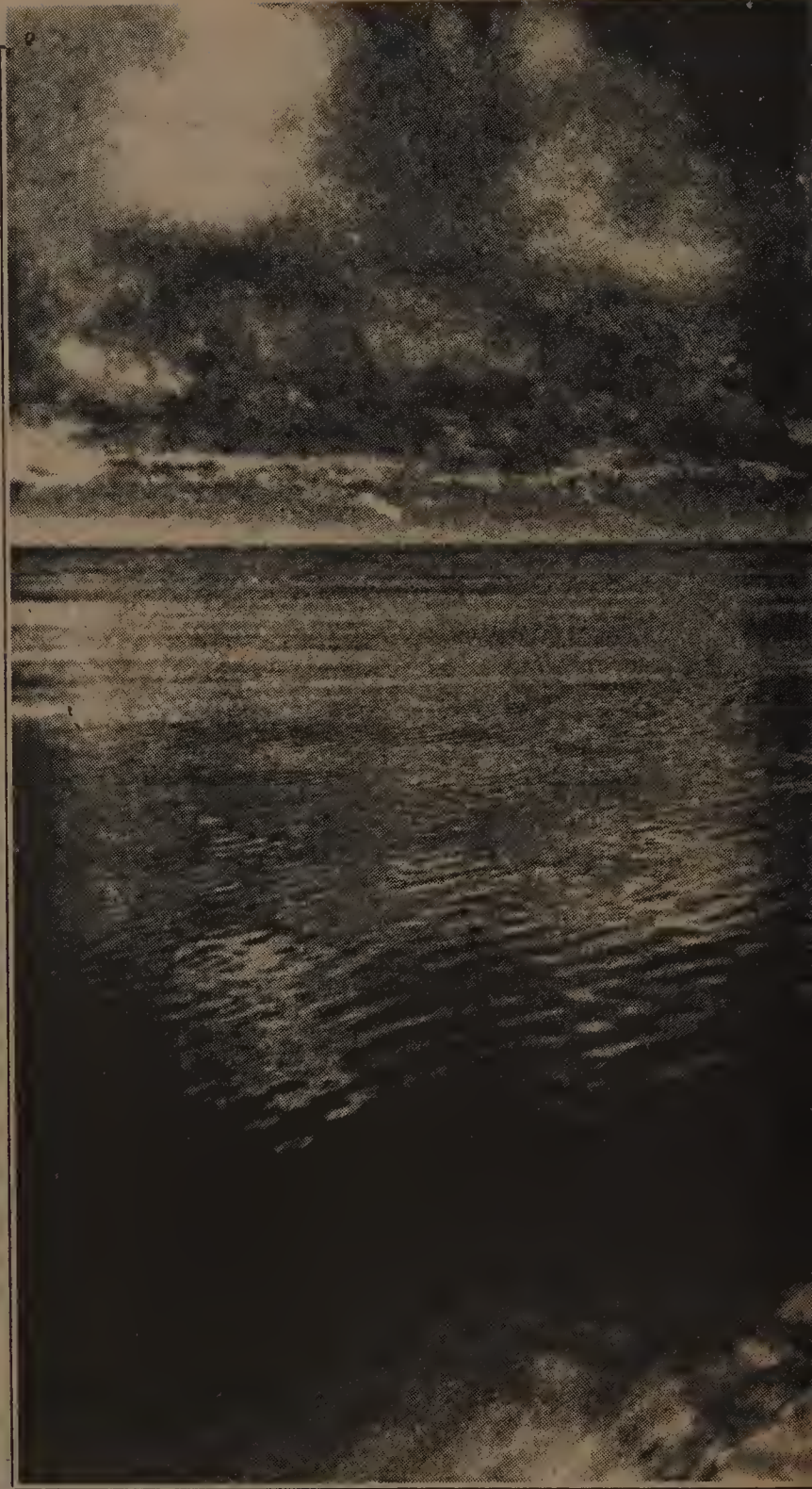


Photo / Dana Prentice
Naples, Long Beach

Hawaiian sunset.



Photo / Zan Drejes
Santa Cruz

The Pacific High.

Photo /
Jim Óliverius
San Diego

Spectacular San Sime-
on sunrise, September
1980.



OLDIES



FIRST PRIZE / OLDIES

Subject of the photo is Captain Thomas Drake, whose homeport was Stanwood, Washington in the mid-30's. He would sail down to the bay area in the Fall of the year.

Photographer Ruhland has this to say about him: "He was a remarkable little old skipper when I met him, in his 70's and under 5-feet tall. He had made some remarkable passages in his time."

In 30-years of sailing, Drake had built two identical schooners, the **Pilgrim** and the **Progress**. He sailed both of them around the world singlehanded. The **Progress** was lost off Holland. In 1938 photographer Ruhland watched Drake beat out the Gate in **Pilgrim**, on his way to Honolulu. No one ever saw him again; the Coast Guard said he was run down by a steamer. He was 75.

Unlike Harry Pigeon and Joshua Slocum, Drake never wrote a book and therefore is virtually unknown in the sailing world.

Photo / George Ruhland
Santa Cruz

Photo / R. Sanborn
Santa Rosa

"The Sailing Lesson" on Clear Lake. This photo was taken 42 years ago, and means the youngster in the picture is about to hit the prime of his life.



Photo / George Ruhland
Santa Cruz

Model of the famous clipper ship, **Sovereign of the Seas**, built by George Ruhland over a period of

years. When George bought the Friendship sloop, **Tia-Mia**, in the mid-50's, he was allowed \$1,000 on the purchase of the boat for his fine model. Ruhland still has some of

the models he built 40 years ago in his frontroom, but where, he wonders, is his old Friendship sloop **Tia-Mia** that he sold to Cass Gidley?

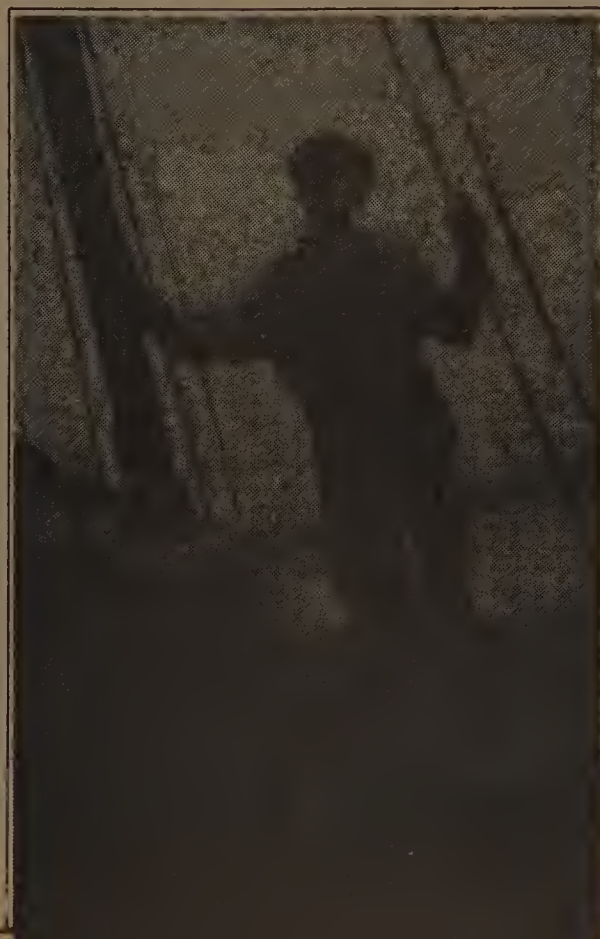
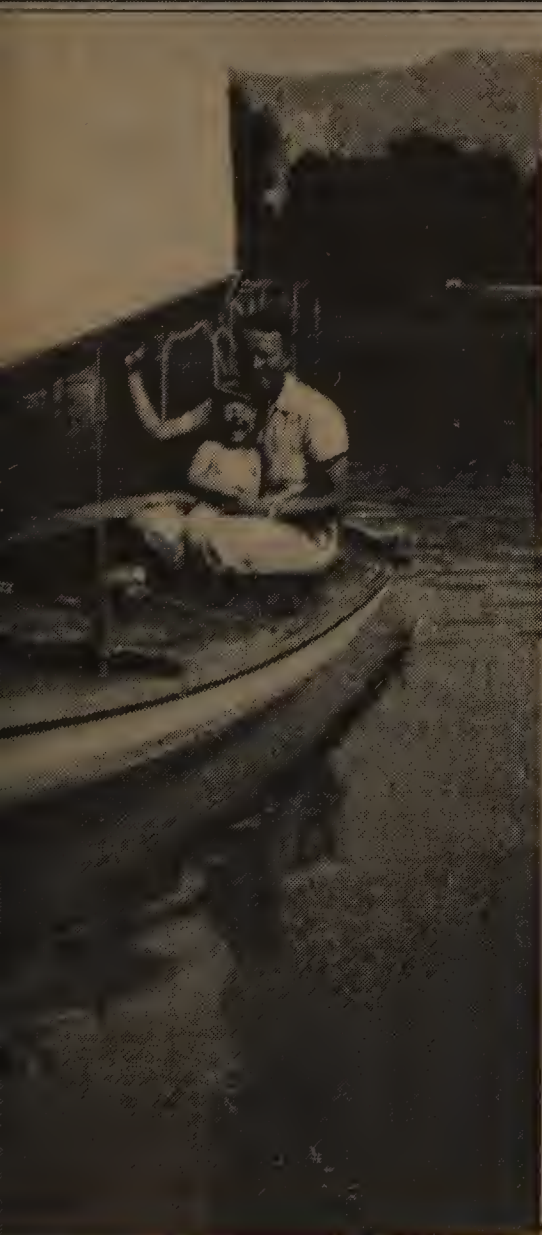


Photo / submitted by
George Ruhland
Santa Cruz

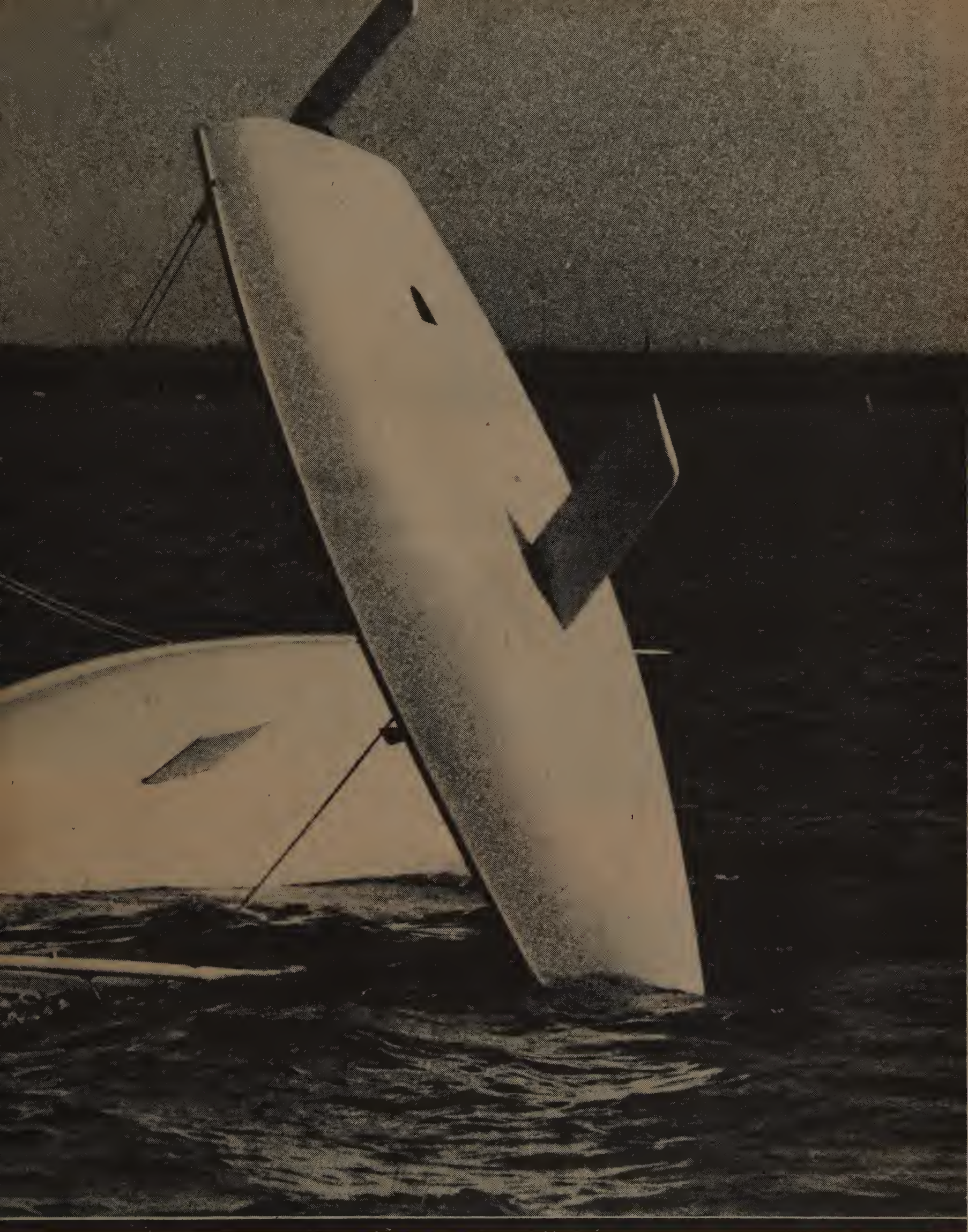
Nine-year old George Ruhland on the 27-ft. sloop, **Albatross**. "I took her out under sail with a bunch of other little kids and 'got away with it' with my folks." That was 64 years ago.

FIRST PRIZE / MARITIME DISASTERS

This photo speaks for
itself.

Photo /
Mark Reynolds
San Diego







Photos / Michael Silver
Pacifica

"I was cruising the Cruz during the Columbus Day weekend and guess what I spied?; yon stranded vessel. Believing something of a rescue underway, I departed. Curious; Columbus found a wrecked country, I found a wrecked boat. No rescue effort had been initiated, though the owner's New Jersey phone number produced a dead line; the scavengers were informed of the 72-hour obligatory waiting period. Scoffing sickly at the red tape that allowed the little Folkboat to be destroyed in the first place, I pointed out to the sincerely honorable Park Rangers that within 72-hours there would be an engine lump in the sand if that much, and that the strakes I desired would be washed into obliviation if I let them.

He took my name, I took the strakes and lined the aft cabin of my VW bus with them — varnished interior and all."

The boat is dead,
Long live the wood.

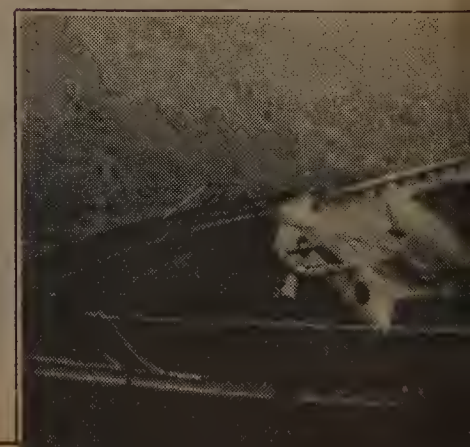
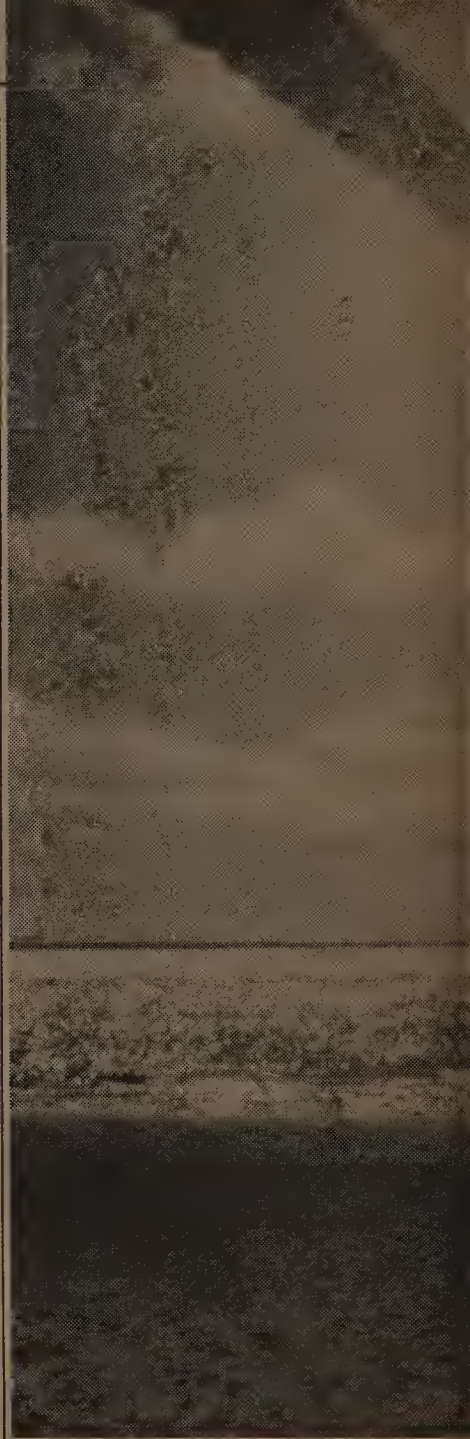
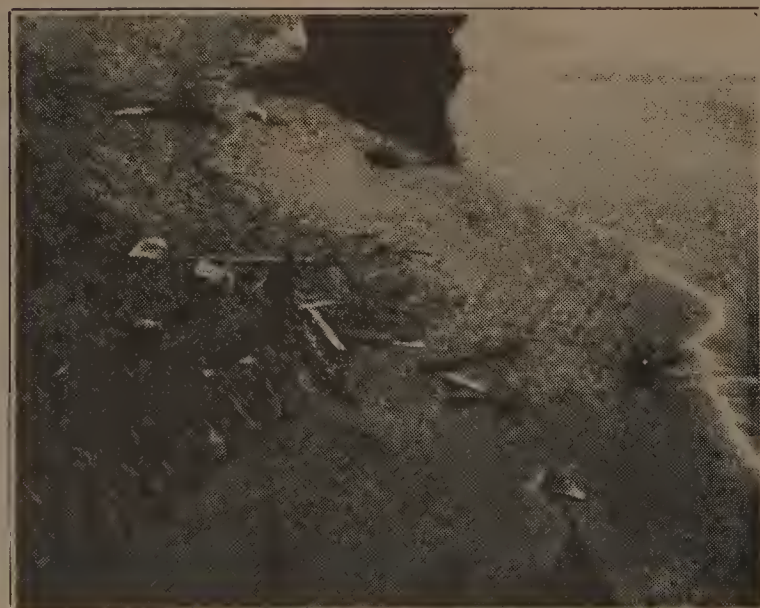




Photo / John Chille
San Jose

Ketch drawing more
water than is below it.

Where oh where
might this be?

Photo /
George Ruhland
Santa Cruz

Ketch **Kama**, a south seas veteran which had been owned by the photographer for 30 years previously. Here run ashore at Half Moon Bay in 1971, ripping out port underbody. Two men and a young lady died during this disasterous shakedown cruise from Sausalito.



Photo /
Mary Kevin Willey
Sacramento

Little brother David
out of control on
Laser **Tortuga**.



Photo / Lisa Johnson
Minnetonka, Minn.

"Mary and Sue Cragg have just been knocked down during a Force 5 regatta at Lake Waconia, Minn. Catapulted off the rail, Sue 'posed' for this photo before joining her sister in the water.

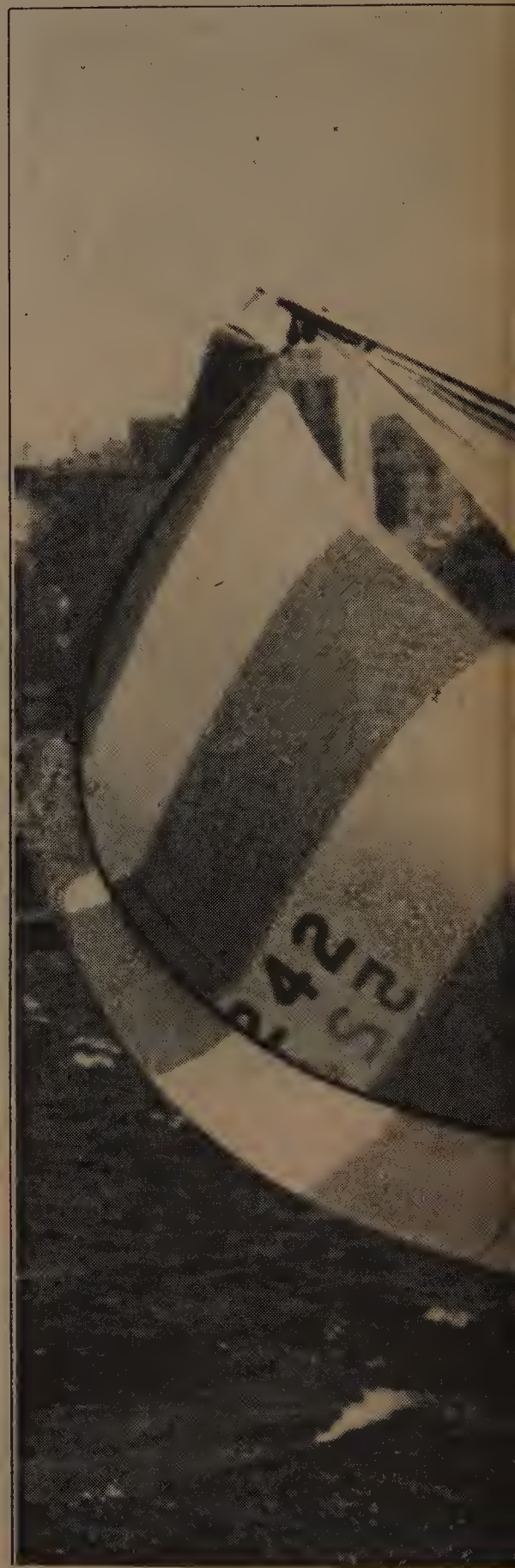


Photo /
P. D. Patterson
Mt. View

"A loaf of bread, a jug of wine, and . . ." Not enough water in the south bay sunset.



Photo /
Peter Costello
Santa Cruz

"Your mizzen came out and hit my bowsprit' action during the Master Mariner's Regatta. Fortunately, the winds were light, the tempers calm, and damage minor.

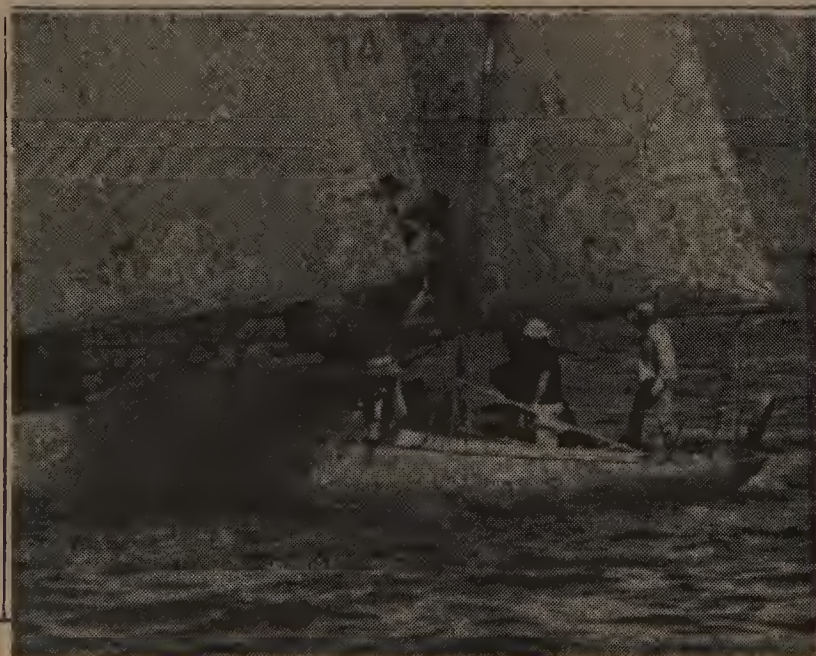


Photo / Frank Dietrich
Sacramento

"O.K., I'll part with these photos for a few weeks even though they show me screwing-up! This was



my Excalibur 26, **Quest**, in the '72 Nationals at St. Francis for which we put 21 boats on the starting line. These photos were taken from one of the harbor tour boats which was our

'spectator boat' by some friends of one of the southern California participants. This was the last race of five and **Quest** was tied with **Red Baron**, a very fast and well-sailed boat from Hun-

tington Harbor when this wild 'flame-out' occurred. We did finally manage to get the wraps out and after rounding the leeward mark at Fort Mason we did manage to come in second

place. From 1969 to 1979 . . . A great boat and a great crew. Sold her in '79 to three girls, women, sailors, yachtpersons. She's still racing YRA and is damn fast! P.S. Have recently

purchased a 'bank-repo' Cal 2-27 **Quest II** which I keep at Bruno's Island in the Delta where my girlfriend and I occasionally 'go naked', pick blackberries and listen to frogs.

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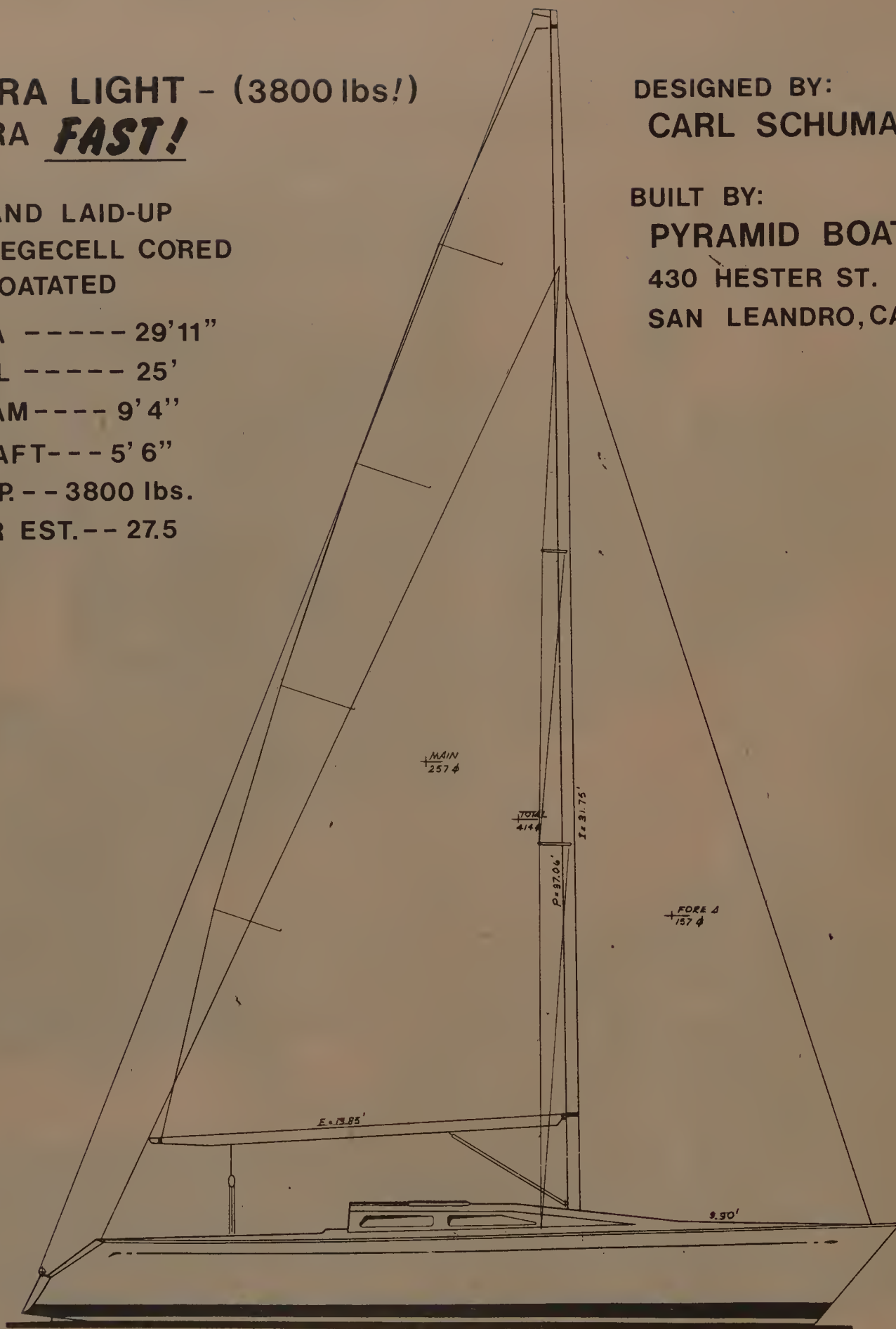
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FIRST PRIZE / JUST FOLKS

If you folks could only see the colors — a wool cap of many earthy colors, a fluffy white vest, a red sweater, the vivid yellow of her foul weather pants — and those Hollywood sunglasses!!! We love it, Betty Proske.

Photo / Ted Proske
Santa Clara





Photo / S.R. Payette
Petaluma

Chow time.



Photo /
Paul Pourier
Caption / Shimon-
Craig van Collie

"Tom Wylie says
'designing and building
boats? There's nothing
to it. It's the trailer I
can't figure out!'"
(Notice the 'wheels').
Nightingale was Tom's
first design.

JUST FOLKS



Photo / H. Ham
Alameda

Bathing time somewhere on some ocean. The footwell is filled with water and important items set around the edge: soap, shampoo, and beer. The H2O Sun Showers are great.

Photo / Pam Buda
Sausalito

Larry Ohs takes the leap of faith into the mid-Pacific. Some who swim the center of the ocean report sudden fears that the water will no longer support them, that they will slip miles and miles to the bottom. But they don't.

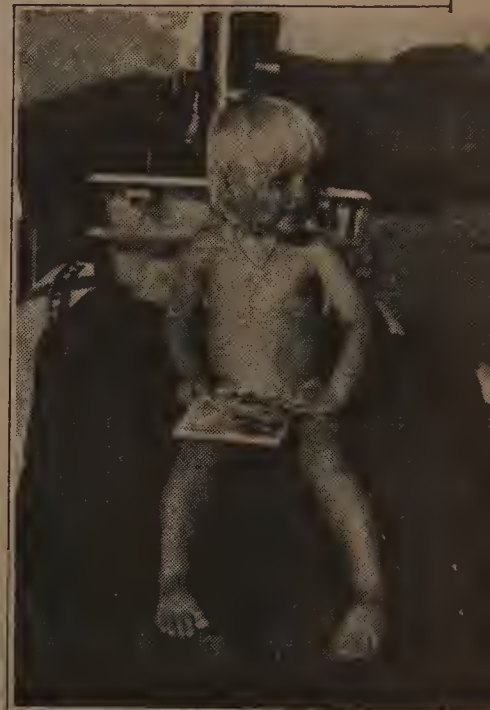


Photo /
Patti Meadows
Truckee

Lahaina, Maui has acquired a reputation as a place where pretty young women like to run around naked on sailboats. Kelsey Booth does nothing to disprove it.

Photo / Anne Vando
San Pablo

Larry Cullen, skipper
of the schooner **Gold
Star**, carefully applying
bottom paint near the
boot stripe. You can
tell Larry cares.



Photo / Pam Buda
Sausalito

Mid-Pacific Bar-be-que.

JUST FOLKS



Photo /
Carol M. Peterson
(Where are you from?)

"Jiffy un-reefing,"
Dave Moseley aboard
Drache, running back
from the ill-fated
Drake's Bay Race in

May of 1979. Ill-fated
because the commit-
tee boat kept dragging
anchor during the
night and had to leave.

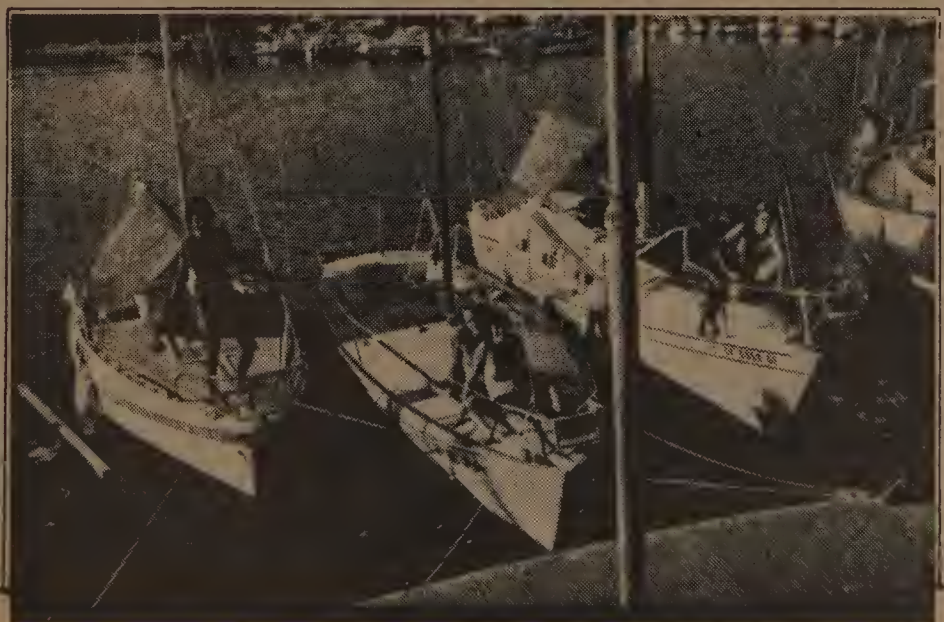
Photo /
Foster & Carol Nistle
Daly City

"Isn't life great?"
Yeah, it is.



Photo /
Patti Meadows
Truckee

Bay area used boat lot
at the Hawaii Yacht
Club. Northern
California's 'Chin',
South Cal's Bob Boyes
and Cari, and the
North's Michael Olson
and Leah Ward try to
sell their respective
Cal 20, Moore 24, and
Chrysler. Late summer
action, 1980



JUST FOLKS



Photo / David Graas
Soquel

Lunchtime at Bill Lee's yard. "Who says there's no such thing as a free lunch? Up here in sunny Soquel

in ULDB land, we get free lunches and free copies of **Latitude 38**. As you can see the copies go fast (just like our boats) and people can't wait to read them. We get just

about all the magazines up here and **Latitude 38** is the most read and most enjoyed." Gracious for the good words.



Photo /
The Sweitzer Family
Vallejo

Seven-year-old Sarah is just one of three small sailing Sweitzers, "but she has her own special way of doing it. Her way is a bit unorthodox, but when you are too short to see in a conventional sitting down position . . ." Since this photo was taken, Sarah now solos in a Topper, cruising the Vallejo YC harbor.

Photo /
Jim Appleton
Sacramento

Who says you need an ocean? Just put the SS Kool cigarette sailboat in the backyard Doughboy and add salt.



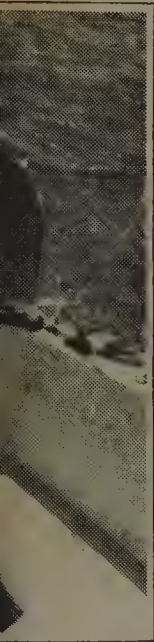


Photo /
Norma Nellis
Cupertino

Couple at far right are from New Zealand whom the Nellis' (the next two at left) met during a cruise in

Hawaii. Norma says, "My husband and I have an Islander 36 we bought 4½ years ago — never having been on a sailboat before.

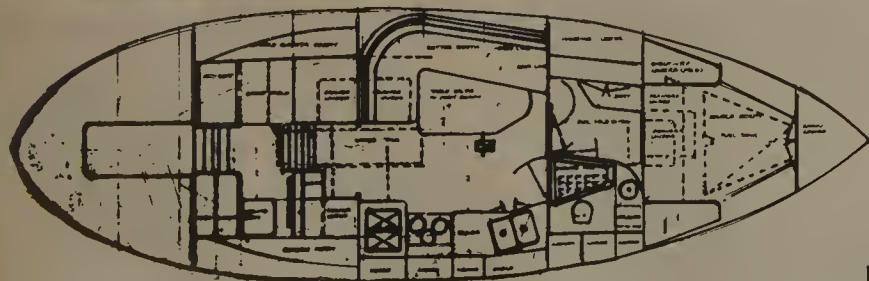
Two years later we sailed to Hawaii! Loved it! We are on the bay every weekend." The New Zealand couple they met in

Hawaii sailed to California to visit them, and now "there is talk" the Nellis' may sail to New Zealand to repay the visit.

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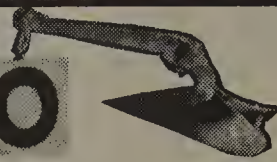
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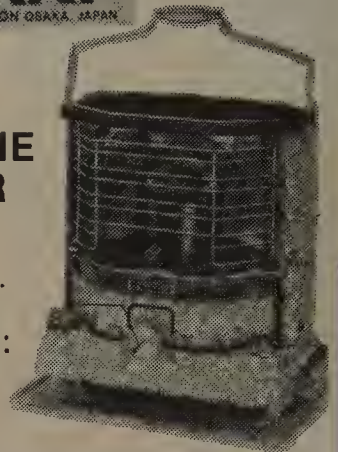
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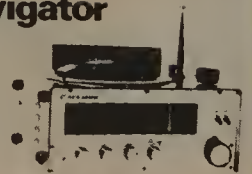
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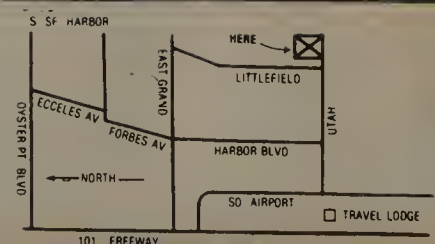
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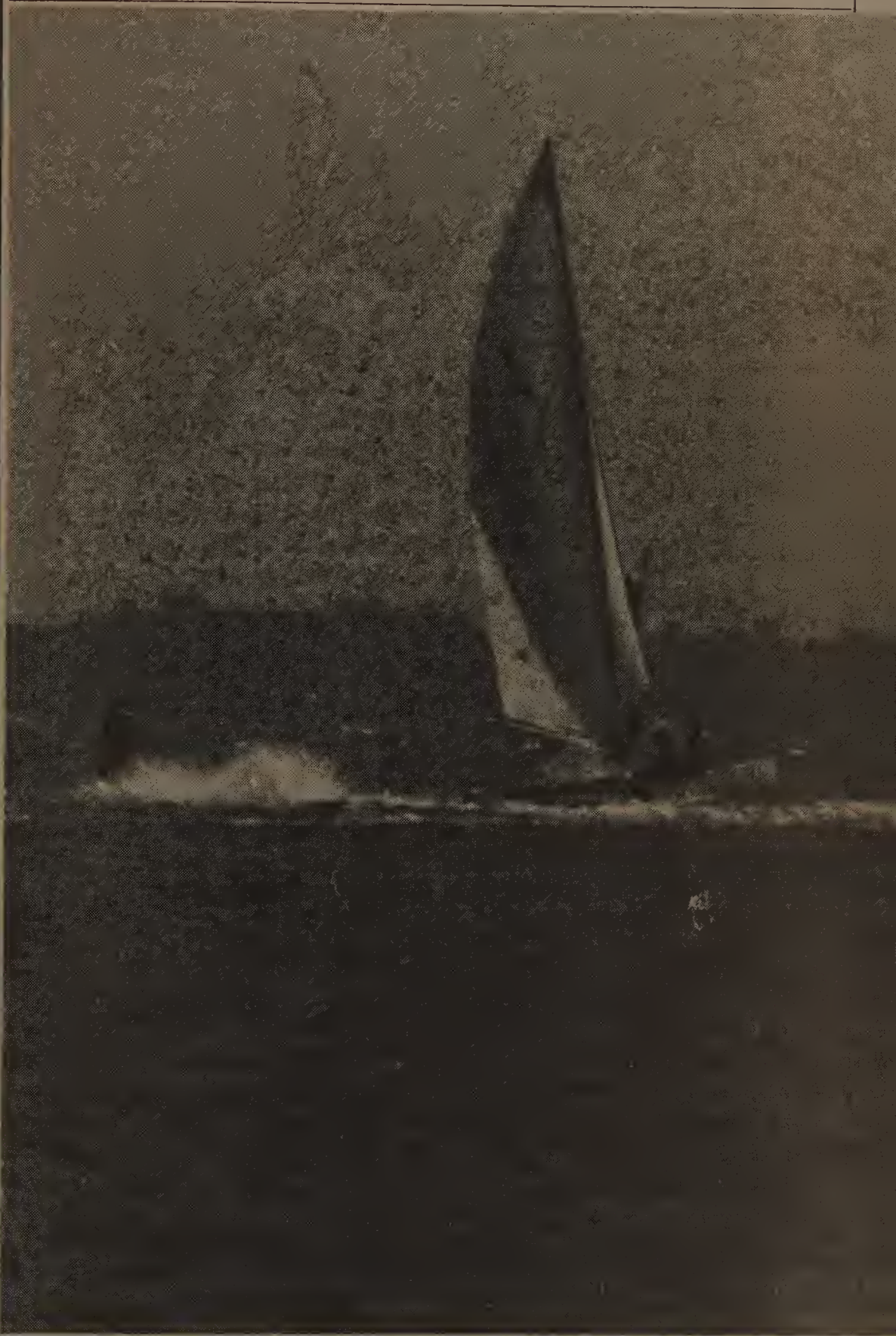
VISA



FIRST PRIZE / FUNNIES

Paul Kamen waterski-
ing — that's right,
waterskiing — behind
Nils Erickson's
Toronado catamaran
off Berkeley. How,
we'd like to know, do
you get up?

Photo / John Staples
Berkeley



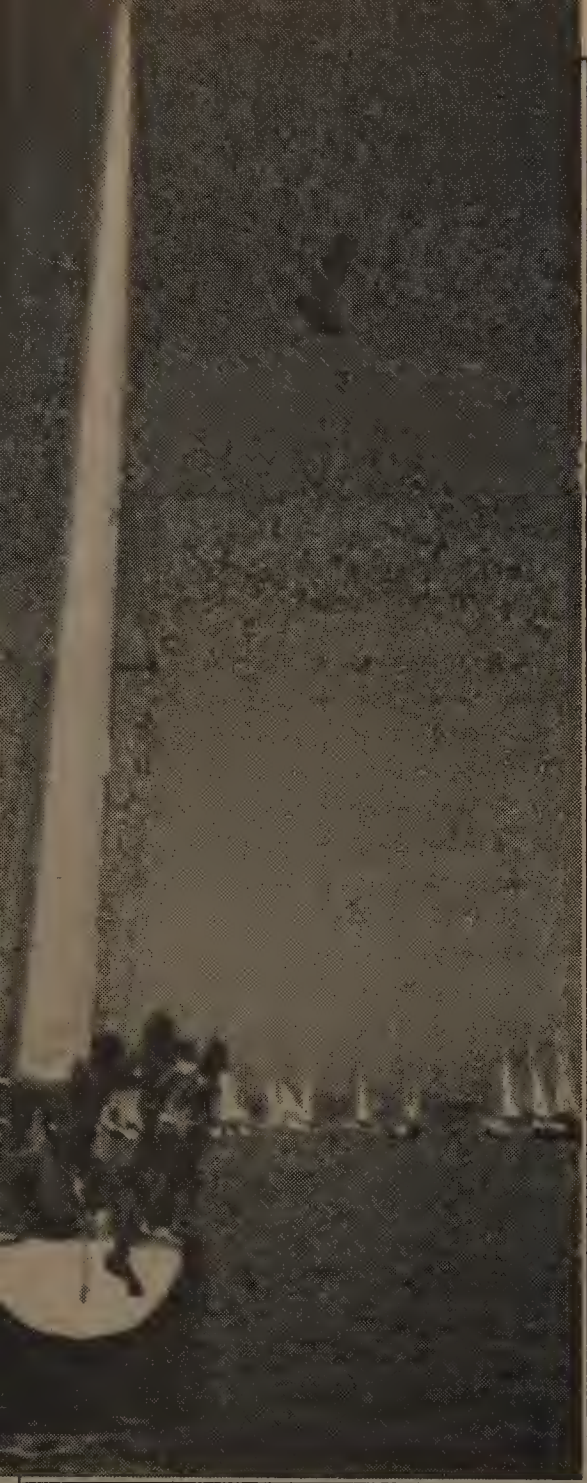


Photo / Paul Kamen
Berkeley

Waiting for the wind at the start of the return leg of the 1978 Coyote Point Race. Nothing to do, a crewman on CF 37, **Bodacious**, climbed to the upper spreader. 'Jump! Jump! Jump!' everyone screamed. As you can see, he did. Notice the thoughtful crew gathered on the lee side to tip the boat over.

Photo / Betty Oakey
Alameda

Advice for **Reality** leaving Gashouse Cove non-stop for Pago-Pago — 'No Smoking' and 'Watch Out for Trucks'. Good advice to be sure.

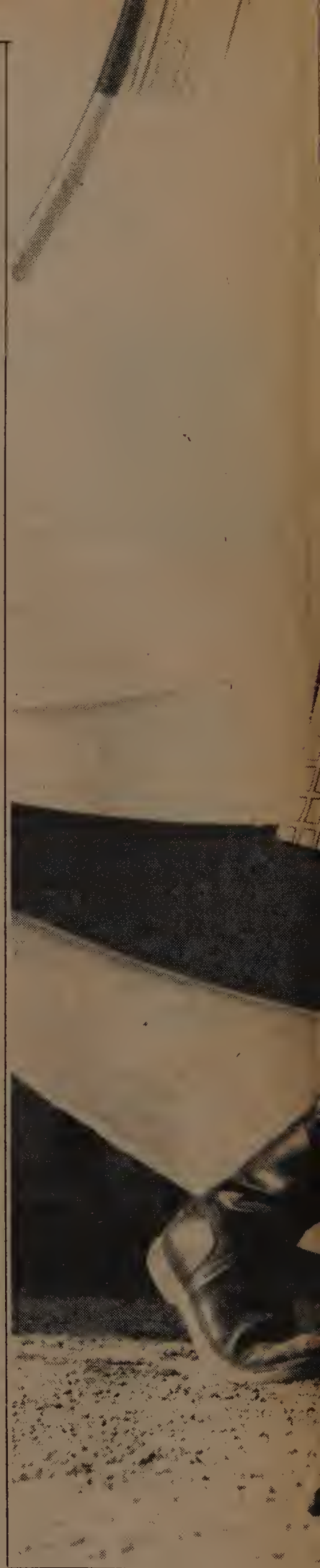
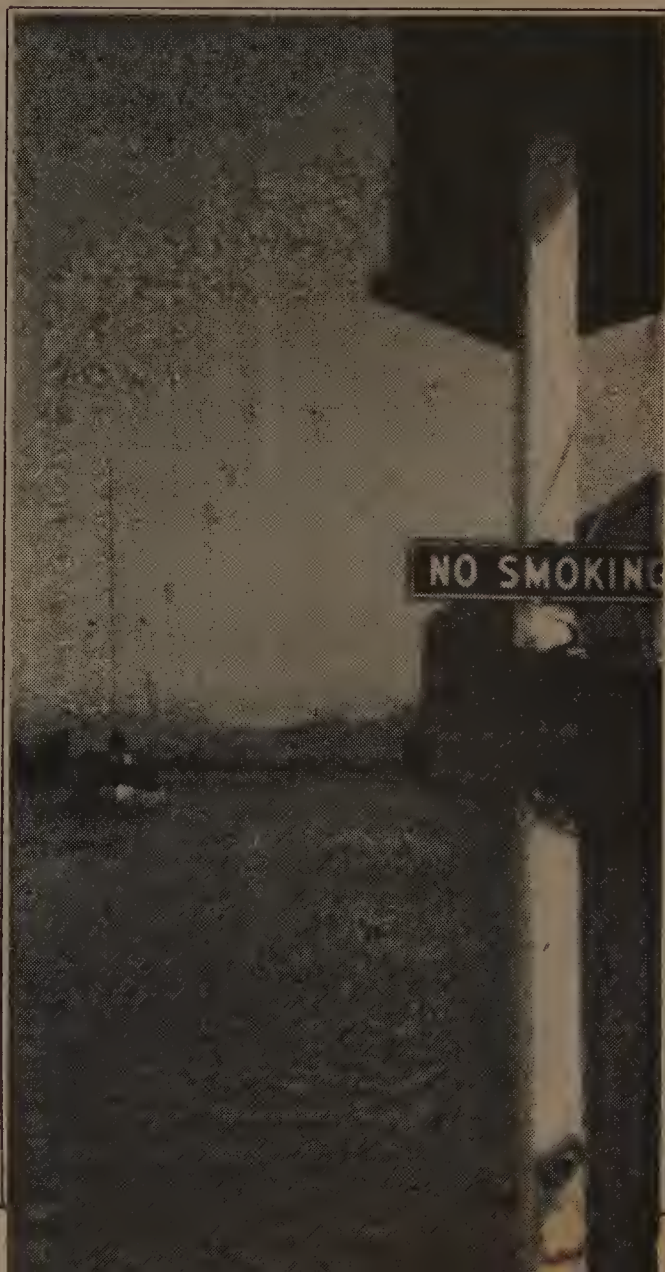




Photo / Louis Kruk
San Leandro

Some of you will look at this picture and laugh; we did. But who's the joke on? This lady's obviously a little over-weight, but she's out there going for it and shedding the pounds. And you — you ain't doin' nothin' but sitting on your butt reading a magazine. Shame on you!



Photo /
Mike Monohari
Alameda

Sailmaker Mark Heckman taking a 'new wave' beating

for his Quicksilver Sail's advertising campaign. Anything for

commerce! It worked, too.



Photo / Dotty Haynes
Alameda

It's not often you see a 30-ft. boat with four masts unless you frequently pass **The Little Ark** in what appears to be the Ala Wai yacht harbor in Honolulu. Probably gets good TV reception.

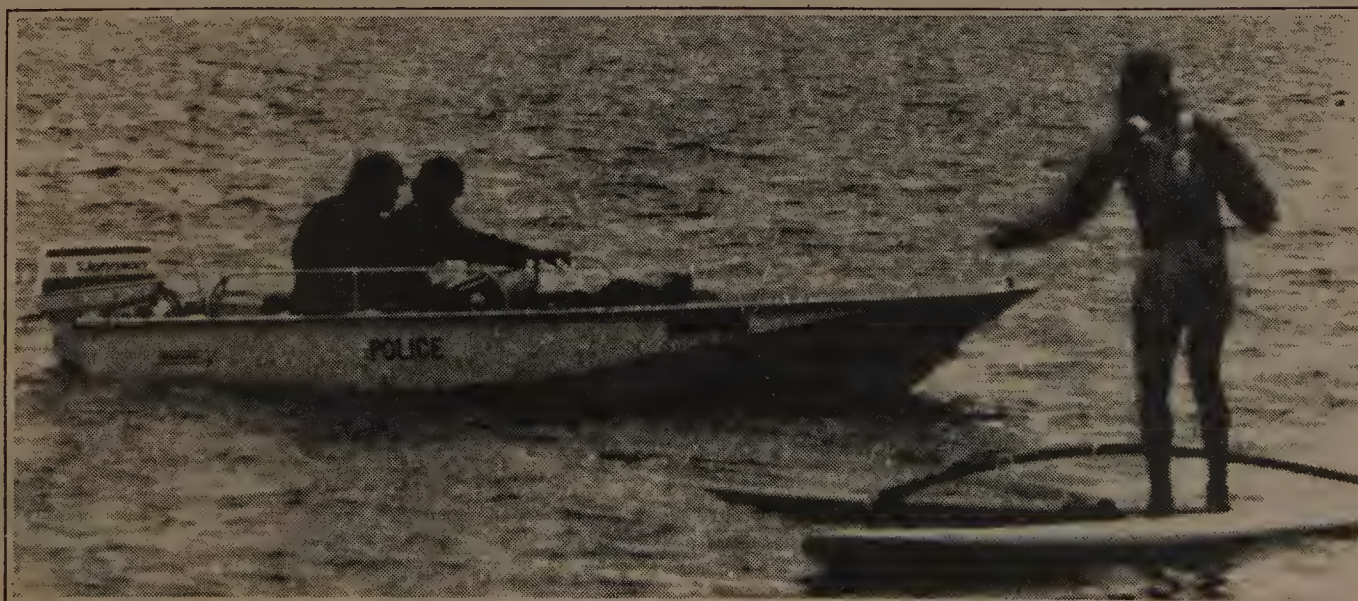


Photo / Beverly Rolfe
Portola Valley

Love this shot! Beverly and her husband were sailing off Mandeville Point in the Delta when this house floated past last June.

Photo / Mark Reynolds

Another fine photo that needs no caption — you just make up your own. Basic scenario is the Toronto water police have pulled over a Windsurfer — you decide what he's going to catch it for.



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THE LIVING END

Photo / Mike Nybank
Walnut Creek

Mike says, "One possible caption would be, 'The end of a nice vacation'."

Another possible caption would be 'The end of a nice photo issue.' And yes, ladies and gentlemen, the young lady is pulling a pair of shorts on over a swimming suit.



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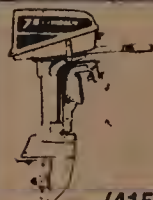
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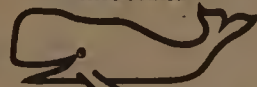
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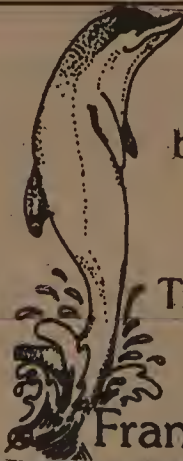
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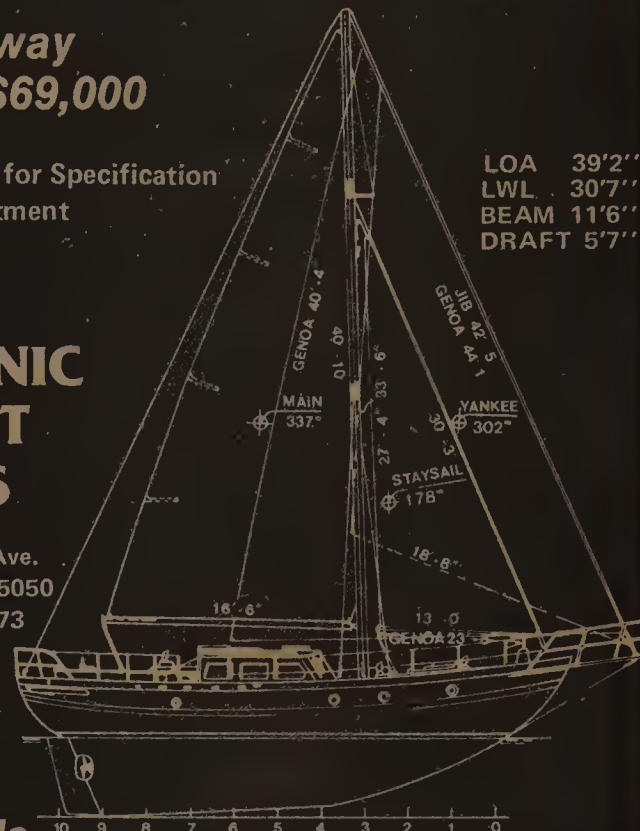
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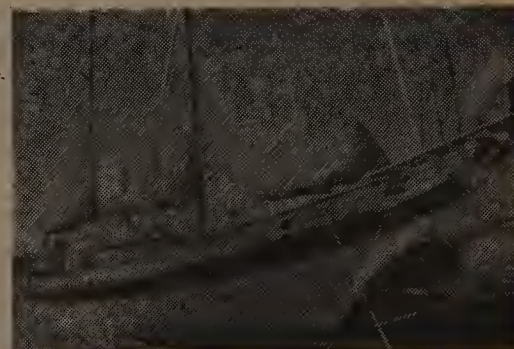
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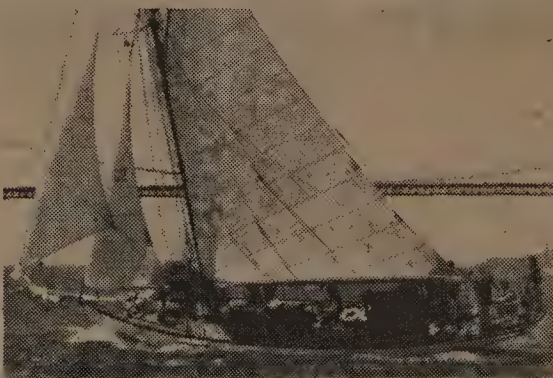
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23' ERICSON	8,000 *
23' KELS COASTER	7,700
23' BEAR	3 from 6,400 *
24' CAL	6,700
24' GLADIATOR	8,000
24' COL. CHALLENGER	6,500
24' NORTHSTAR	2 from 17,000
24' SAN JUAN	16,667
24' NIGHTINGALE	12,900
24' CAL T/4	11,900
25' SANTANA 525	14,950
25' KILLER WHALE	13,000
25' PETERSON	16,000
25' CORONADO	8,400
25' JR. CLIPPER	OFFER
26' THUNDERBIRD	OFFER
26' PEARSON COMMANDER	13,500 *
26' S-2	25,000
26' EXCALIBUR	9,700
26' COLUMBIA	2 from 12,500 *
27' CHEOY LEE O/S	24,000
27' CAL	18,000 *
27' BRISTOL	18,000
27' SANTA CRUZ	18,900
28' WYLIE	27,000
29' ERICSON	24,000
29' SCAMPI	30,000
30' HERRESHOFF BERMUDA	29,500
30' BIRD	2 from 15,000
30' CAL 3/30	41,800
30' PETERSON	36,000
30' BURNS 1/2 TON	39,500
30' HURRICANE	17,000
30' KNARR	2 from 7,700
30' PACIFIC	2 from 12,500
31' AUXILIARY CUTTER	OFFER
32' MOTORSAILER	39,500
32' 5.5 METER BOAT	7,250
33' CAL	42,500
35' ERICSON	49,000
35' PEARSON	59,000
35' ALBERG	39,000
35' GARDEN KETCH	45,000 *
36' HERRESHOFF K.	54,900
36' L-36	30,000
36' FARR ONE TON	2 from 64,900
37' CF	59,900
37' SEABIRD KETCH	67,500
37' RANGER	59,900
37' RAFIKI-CUTTER	78,500
38' ALAJUELA	94,000
38' FARALLONE CLIPPER	42,000 *
40' CHEOY LEE O.S.	67,500
40' GARDEN KETCH	85,000
41' MORGAN	105,000
43' METER (sister—Yucca)	29,500
43' SWAN	139,000
44' PETERSON	110,000
45' STEEL YAWL	110,000
47' STEEL KETCH	95,000
50' OFFSHORE SLOOP	220,000
55' STEWART KETCH	170,000
57' SEA LION #1	150,000
65' MOTORSAILER	149,000

* Boat includes San Francisco Berth

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35' ERICSON — Swift, luxurious performance cruiser/racer in beautiful condition. AT OUR DOCKS — \$48,000.

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BRISTOL 27 — Inboard, exceptionally well-equipped, Hawaii veteran. Seller Motivated — Asking \$18,000.

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RANGER 37 — Extremely well-equipped, in impeccable condition, very successful racer. Asking \$59,900.

SANTA CRUZ 27 — Race ready, Bill Lee design, exc. condition. \$18,900. AT OUR DOCKS.

35' GARDEN KETCH — Warm mahogany interior with all the comforts; diesel, dinghy, S.F. berth included. Asking \$45,000.

PETERSON 44 — Ideal liveaboard w/raft cabin, very well set-up for cruising with many custom features. Seller Anxious — Asking \$110,000.

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meissner winches

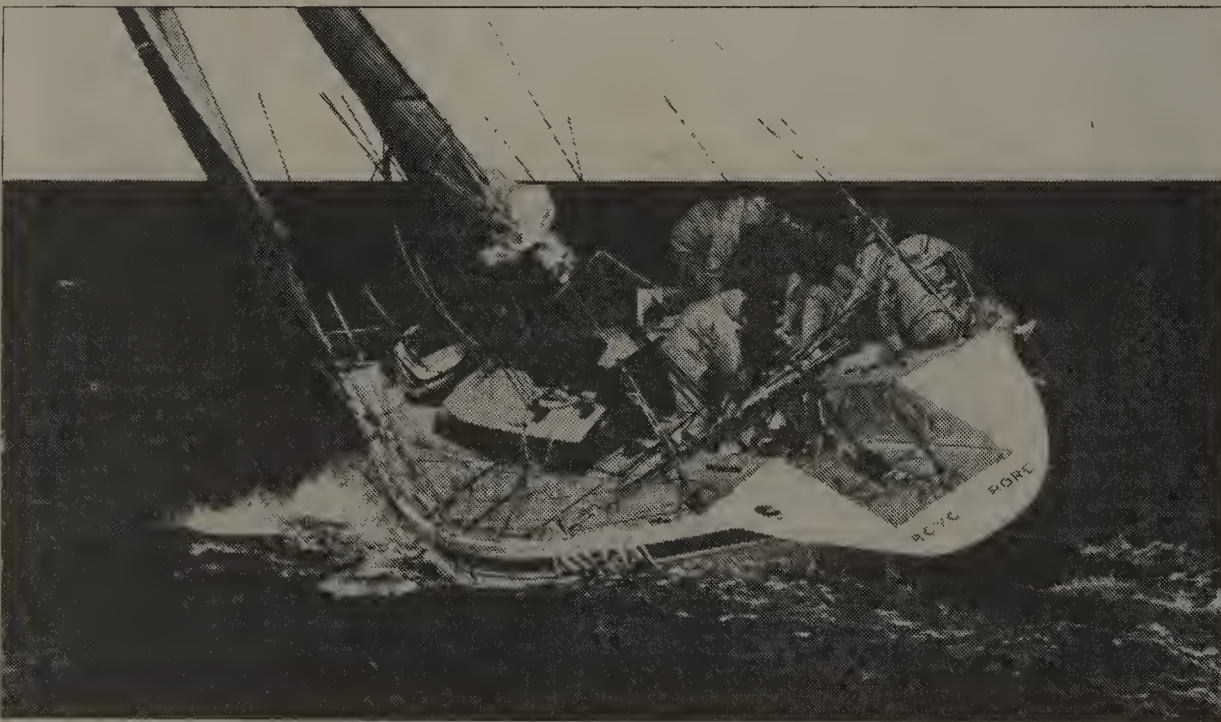
Durability: Don't take it for granted.

With winches, durability is almost always taken for granted, but it shouldn't be. That's because when a winch wears out, it wears out gradually. Rarely will you see it break or feel it stop working; it just becomes harder and harder to bring in the same sail, and it happens so gradually you might not notice it for quite awhile.

But on grueling long-distance races like the South Atlantic Race (from Capetown to Punta del Este, Uruguay), the durability of the winches is very important. That's why Bobby Bongers discarded all the old winches and replaced them with Meissners on his fast one-tonner *Assegai* (named *Weet-Bix* for the race), before winning the 4,619-mile race in 1979. The conditions were obviously rugged, because she averaged 7.1 knots, only 0.1 knot below her theoretical hull speed.

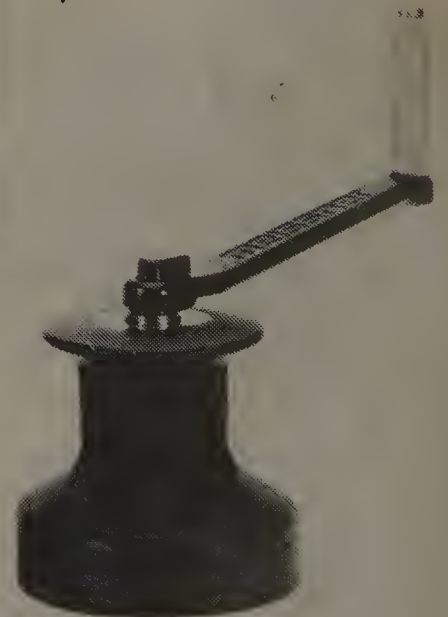
So if your crew is grinding in the jib or tightening the halyard slower than you'd like, it's time to take a good look at your old winches, and consider replacing them with Meissners.

You can take the durability of Meissner winches for granted.



Assegai (then *Weet-Bix*), winner of the 1979 South Atlantic Race

To find out more reasons why Meissner winches are best for you, contact us, and we'll send you a complete brochure and the location of your nearest dealer.



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